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WEST

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News

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THE GREAT CYCLE NEWS BOOT TEST

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Yamaha 100;

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John Huetter photo

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SEE BACK COVER FOR SUBSCRIPTION INFORMATION

Who Won the Richest Road Races in the World in 1972? National Circuit, and Who, Until Mid-February,

PAUL SMART!

by Peter C. Grufstedt

In spending a recent evening with Paul at his temporary home in Santa Ana and later over a couple of beers, the one feeling that impressed me above all else, was his great sense of *frustration*. Here is a man who has devoted all of his recent life to motorcycle road racing to the point of not taking a vacation for the past four years, unable to find a worthy and suitable ride.

Paul Anthony Smart was born near the Brands Hatch Race Circuit on April 23, 1943 to Harry and Nancy Smart. He experienced a fairly normal childhood and upbringing with his sister Penny, and, after completing his education, he served an apprenticeship as a boat builder. At fourteen, Paul's parents had moved to their present address at East Farleigh, Maidstone, Kent, to become proprietors of a trailer park and cafe, and it was here that young Paul's interest in motorcycles began. The cafe "was frequented by motorcyclists. It was the in place in the area where the boys used to collect. We used to get up to a hundred motorcycles in front." But Paul's father would not let him have a go at motorcycle racing until he had finished his apprenticeship. So upon completion in 1965, he went to Charles Mortimer's motorcycle road racing school at Brands Hatch. He thought that he would be World Champion overnight, but on the second lesson he crashed one of the new Greeves, and Mortimer suggested that the lessons be discontinued and that Paul purchase his own machine for the future.

"RACING IS SKILL, A LOT OF LUCK, AND MACHINERY."

Paul's first road racer was a Bultaco 125 which he purchased with the money from the sale of his road bike. A few "very good friends" in the local cafe motorcycle club helped him out financially and bought him a beat-up van for 17 pounds sterling. The Bultaco completed only two races during his first season in 1965.

The next season saw Paul riding in partnership with a friend on a Honda and a Cotton. Charles Mortimer was then to back him with an Aermacchi and a Greeves on which he won a lot of races, but Mortimer's full attention was demanded at the racing school so he had to pull out. This was followed by a works Dunstall ride for Paul and later in the season a semi-works Triumph ride.

Paul feels that his late start in racing was detrimental to his career because later in 1967-68,

when he was approached to ride for the Yamaha Grand Prix Team, it was already too late. In 1969 Yamaha tailored a 125 twin and a 250 four for him. But then just prior to the Isle of Man TT Honda withdrew. "So I was not needed," he remembers, "and so I just missed that works ride. All I ever did was to ride them in practice. They were the last of the real racing bikes as far as I am concerned...Everything now is production based which really is not as exciting." Had he started racing earlier, he feels that he could have had a couple of good years on the Grand Prix Team. As it was, his first factory ride for Yamaha on the 250 production machine netted him a second place and a 99.99 MPH lap spread at the treacherous Isle of Man TT Championship Race.

Towards the end of 1969 Paul felt that he was really down and out. Up until this time, he had really been just drifting from ride to ride. So he approached Jack Pennington and Bill Patey at Joe Francis Motors. This led to the most successful sponsorship he has ever enjoyed, as he stayed with Joe Francis Motors until he moved Stateside to race full time. "They would do almost anything for me". He feels that Jack Pennington was by far the most instrumental individual in his success. This relationship was the real turning point in Paul's career.

No one has to be reminded of Paul's impressive victories in 1972 at Imola, Italy, and Ontario, California; the two richest road races in the world. Paul reflected, "Racing is skill, a lot of luck, and machinery. It was a sheer sequence of events that I ended up on a Ducati (at Imola). I wanted to ride a Kawasaki, but Bob Hansen stalled and stalled, and literally a few days before the meeting said that we were not going, which was a shock to everyone on the team." So the organizers at Imola finally landed Paul a ride with Ducati, he flew over, tested the bike at Modena and set it up in a few days. "The preparation was really first rate by the factory" (a fact he emphasized), and, though he felt that the chance of winning was really remote, the Ducati people were confident. He scratched with Agostini for the first twenty or so laps, got past him (the MV was then to blow up), and settled into a "nice easy gait...It couldn't have been easier."

HE FEELS THAT THE AMERICANS AND THE JAPANESE DON'T PUT ENOUGH EMPHASIS ON HANDLING.

Reflecting on Ontario, Paul feels that it wasn't the "walk-over" as at Imola. He scratched for the first fifteen laps or so and settled into a good steady pace to finish fifth in the first heat. Consistency, he feels,

is what wins the long races. Feeling that he didn't have a chance at the start of the second heat, he again rode quickly, consistently and safely, won the heat and took the overall victory. He feels that Cliff Carr could have taken the overall win by following Paul in second, instead of trying to stretch his lead in the second heat and breaking. "Cliff was riding extremely well and it was a pity, in a way, that he did blow it."

THE FACT THAT PAUL DIDN'T "CRASH ENOUGH" MEANT THAT HE WASN'T RIDING IT AS FAST AS HANSEN THOUGHT IT COULD GO.

The much remarked upon friction between Kawasaki Team Manager Bob Hansen and Paul was basically rooted in the fact that each had their own strong personal beliefs of what should be done. Bob Hansen wasn't satisfied with seconds, thirds, or fourths, nor was Paul, but for Paul to do his best the machinery has to be prepared correctly and capable of winning. He will not ride beyond the capabilities of the machine or himself. That an improper machine is capable of winning seems ironic but was evidenced at Ontario, as the front end handling of his Kawasaki was never right and it was considerably slower than Carr's Kawasaki. But here, skill, a lot of luck, and circumstance played a big part in the victory. Bob Hansen wanted wins no matter what, and the fact that Paul didn't "crash enough" meant that he wasn't riding it as fast as Hansen thought it could go.

CONSISTENCY, HE FEELS, IS WHAT WINS THE LONG RACES.

At the end of January, Paul was still not committed to any factory to ride for the 1973 season. He was just "not very excited" about any of the offers so far. He admits that recently he has been getting a bit uptight. "I really figure that if I don't get quite a good deal this year, then when am I going to get a good deal? I've never ever been paid a lot of money to go racing." Though he has received good start money in Europe, he has never had a good offer from a factory. But money is only part of it. There also needs to be enthusiasm, meticulous preparation, and testing on the factory's part, and he also sees a role for himself in research and development, not just racing. "I feel that I need someone who really understands it (racing), who does get working at the end of November, gets the bikes ready for Daytona — competitive bikes for the next year. You have to be in there with a better chance."

Paul would also like to see Triumph of England get back into racing properly, as he has great faith in them. "The boys who worked for Triumph Racing in



The Big One: Smart visits Victory Circle at Ontario, California.

Who Was the Most Consistent Road Racer on the AMA Still Had Not Been Signed for a Factory Ride?

England were fantastic. The bikes they had over here were 20 HP less than they had over in England." He also would have liked to ride for Ducati, as the factory people treated him like a "king," but a change in Ducati management and a different attitude towards racing, pre-empted that.

Introspectively, Paul's personal philosophy is somewhat fatalistic. He has had some close friends killed in competition, but he has also lost a number of friends to non-competitive accidents, one just recently. "On the morbid side of it I feel that is predestined and I don't see any reason why I should get killed racing than get killed anywhere else." He considers himself quite safety minded and has a great belief in his skill and sense of judgment. Remembering the death of Bill Ivy, a close friend who Paul grew up with, he reflected: "It is difficult, when you know he was going pretty good, to accept that he is not here anymore." But on the whole, Paul admittedly doesn't think in this vein very often.

'I DON'T SEE ANY REASON WHY I SHOULD GET KILLED RACING THAN GET KILLED ANYWHERE ELSE.'

Though Paul really enjoyed "tramping around the Continent" on the World Championship Circuit, it was really too much work driving a thousand miles and completely rebuilding two machines between meetings to justify the money involved. Above all else, he enjoys the English International Meetings the most. "They draw a terrific amount of spectators and they are all super-enthusiastic" and, to him, the races have a certain atmosphere and give him a "terrific boost...To go here to Ontario and have what looks like a dozen people in the stands makes you feel a little insignificant."

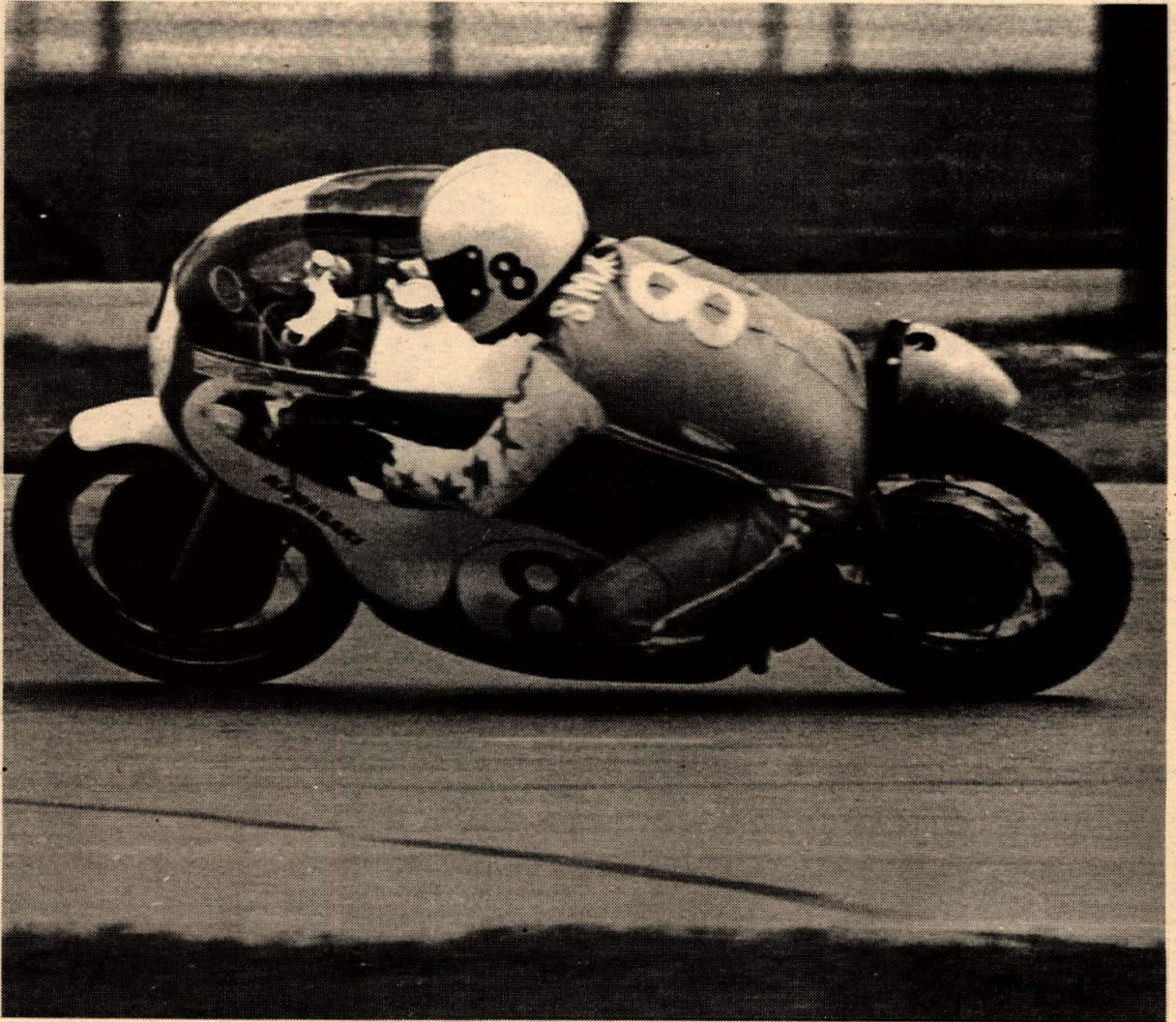
He also feels that the Americans and the Japanese, for the most part, don't put enough emphasis on the handling of their racers. He characterized their attitude as being primarily concerned with horsepower and great top speeds, but not worrying too much about the corners. He further attributed this to the fact that "road racing is relatively in its infancy over here" in comparison to England and the Continent.

Paul would also like to "have a go at automobile racing...I'd like to try a good car, Formula Three or Two, probably Formula Two. I don't want to start at the bottom though." He went on to add that he felt Bill Ivy would have been great in Formula cars, had he not been killed in a motorcycle Grand Prix. And, of course, Mike Hailwood and others have made the transition to Formula One.

"I'VE NEVER EVER BEEN PAID A LOT OF MONEY TO GO RACING."

In talking of his competition, Paul characterized Jarno Saarinen as "the fastest thing on two wheels last year, without a doubt," and expects Saarinen to contest Agostini if he gets competitive machinery. But he questions if Jarno has fallen down and really hurt himself yet. As he puts it, pain "is the big yardstick. Falling off and not being able to get up. It's horrible, isn't it? It really takes a little edge off you." But he figures Jarno is the exception, the "one in a thousand...He rides ten-tenths, he has supreme feeling and control, and uses the right line and every bit of the road." Paul is also quite high on Kenny Roberts and Gary Fisher as possible future greats, and, along with Kel Carruthers, he feels that the Yamaha Team will provide the greatest competition this year, especially on the tighter circuits.

Though Paul and his lovely wife, Maggie (sister of British race star Barry Sheene) have recently purchased a house in England ("it will be cheaper"), Paul wouldn't mind making the U.S. his permanent home. He is quite impressed with the people here and has readily made a number of good friends, both in and out of racing. But this forthcoming season, and what is 'dealt' to Paul Smart, will play an important part in the decision of where he is to make his home.



The knee-out style has become identified with Paul Smart because of his radical use of it.



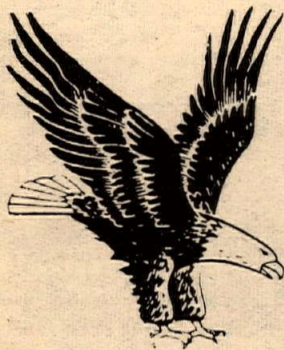
For 1973, Smart will ride for Suzuki and make much less than he deserves. He was approached by Honda to ride for them at Daytona but wanted to ride all season so turned them down. Here he awaits the start of an AFM race at Ontario.

Cycle News

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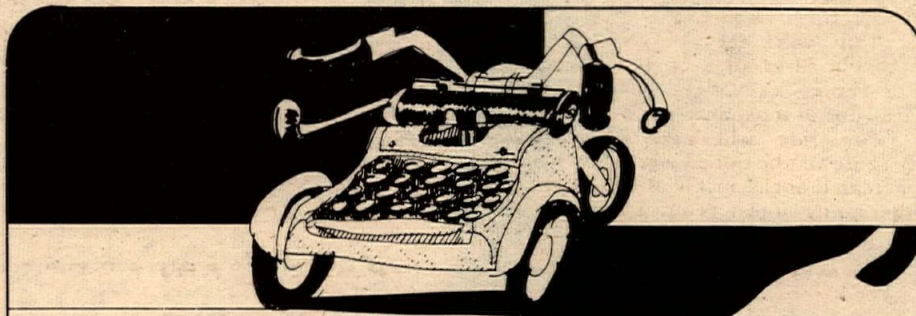
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VOICES OF THE WEST

VOICE OF REASON

I enjoy as much as anybody riding across open land without being sideswiped by another biker or waiting in line to climb the next hill, as in some cycle parks.

I am fully against closing up the desert, but it seems that some controls must be made in order to insure the safety of desert life.

The day has come when a free, uncontrolled life is past history. Whether a person likes it or not, every aspect of his life is under some kind of control.

To get anything constructive happening, both the protectionists and the people who want a totally uncontrolled desert have got to realize that neither of these can be. A medium somewhere must be sought by all to insure enjoyment by all and insure safety to desert plants and wildlife.

I am for desert racing and riding, but to all people who use the desert, use it wisely and take care of it. Don't abuse your right to be there. Abused rights are lost rights.

And remember protectionists, "Management, not protectionism, assures the greatest likelihood of a happy future."

Since everybody's lives are affected directly by their environment, they must conform and care for it, not try to overcome or change it. With a destroyed environment man cannot exist.

TOD MITCHAM
China Lake, Calif.

THOUGHT YOU'D NEVER ASK

In your road test of the new Honda 250 Elsinore, you said it could beat every 250 and ever 400 except one, in the start area drag races. Which 400 couldn't it beat?

LOU DUPLESSIS
El Cajon, Calif.

The one bike/rider combination our test bike couldn't beat was Rex Staten on the very special American Motocross Ake Jonsson Replica Maico. Rex's 400 was trick and Rex is one very quick guy off the line. The 250 Elsinore had beat other Maicos up til' that time but Rex whipped it on us/it/them...Ed.

OPEN SEASON ON ALL

In reply to the letter from Mr. Harry L. Howarth of West Covina (Cycle News, Vol. X No. 4), regarding the campaign to legalize shooting wild burros because they are a threat to the desert ecology, and his reference to issuing a license to hunt motorcyclists because they damage the ecology.

Let's face facts. Open season has been declared on all off road vehicle users. Federal and State legislation has been passed to restrict our form of recreational use of public lands.

But see who has been lobbying to have this legislation passed? It's no

secret that the Cattlemen's Association is one of the biggest backers of this form of legislation.

The number of cattle being grazed on public lands in the desert is staggering. Laws have been passed to control off road vehicle use on these lands, but there is no control of the innocent burros who wander over the desert. These burros are eating a lot of food that could be used by cattle.

Compared with cattle, wild burros do little damage to our ecology. In fact, the wild burro is actually a *part* of the desert ecology.

And when you compare the damage done to our ecology by massive logging operations, mining operations, pipe lines, power lines, railroads, land speculators, and the military bases that have consumed a large portion of our once public desert lands, then you might see things in a different light.

A large logging operation can do more damage to the public lands in one week than a million motorcycles could do in a year.

Let's face facts. The motorcyclists, the sportsman, the rock hound, the Sunday picnicker, and yes, even the lowly burro, are all the target of special interest groups.

Write to your Assemblymen, Congressmen, Senators, and other Representatives. Let them know how you feel. Join and support M.O.R.E.

Let's fight to save the burro, and let's fight to save the right to use public lands for recreational use.

LOUIS H. McKEY
Fontana, Calif.

It had also occurred to us that wild burros are part of the desert ecology that most people don't know what the word means. In this case, the eco-freaks want to disrupt an in-balance ecosystem...or something...Ed.

ISN'T IT WORTH A TRY?

So you think you're gonna save the sand dunes in Monterey County from closure to ORV's by sending in petitions, eh? Well, it just ain't so! The County Supervisors are not too interested in what non-county residents, often considered intruders and despoilers in the case of ORV enthusiasts, want done in their county.

The only thing that counts is the wants and desires of the people they represent, namely the voters of Monterey County. If, and only if, a large number of motorcyclists who live and vote in Monterey County demand through letters, phone calls, and personal appearances, that their Supervisor votes against this move, you and your cohorts will be able to play carpetbagger dirt rider in the Marina Beach dune area again. If not, you are out of luck.

You may now ask who I think I am,

spoiling all the fun? I know what impresses these guys, but you're not going to like it. What impresses them is the 2,000 letters advocating total preservation of desert and wilderness areas (that means no ORV use) that they receive for every ONE (1) letter suggesting that ORV use is desirable.

Something must be done, but the people who elect the officials who close the land have to do it. No one is going to do it for them, and if they will not take the time to *personally* contact their representatives, we will soon see the day when the only ORV use in California is in small controlled areas.

JOHN D. ULRICH
La Mirada, Calif.

BOYCOTT COORS

Do you ride in the desert? I do! The time is coming that you and I may not be riding in the desert anymore.

There have been a lot of people doing a lot of things to help riding. We have CMIC (California Motorcycle Industry Council), organized clubs, and Bruce Brown.

We also have people that are trying to stop us, and close the desert. To single out one, take the Sierra Club. It seems like it is their number one objective to close that vast riding area called the desert. They have help. The state legislature is on their side and so is Coors Beer. Coors donates tremendous sums of money each year to the Sierra Club. We have people helping us also. Yamaha donated a large sum to MIC to help fight the closing of the desert.

Riders, we must do something to help. I personally will never drink another drop of Coors' beer. I wonder if Coors would be so ready to give such large sums of money to the Sierra Club if about a million people stopped drinking their beer. I SAY ALL RIDERS BOYCOTT COORS AND STOP DRINKING THEIR BEER!

We sell about 100 bikes per month, of which about 90 are off-highway vehicles. Let's look at the revenue for only one month from people buying bikes at our shop to ride in the same desert that the Sierra Club and State of California are trying to close.

The average taxable motorcycle sale at our shop is about \$800.00. Eight hundred dollars multiplied by 90 bikes comes to \$72,000. The average tax at 5% to the state is \$43,200 per year from people riding in the desert.

The point that I'm trying to make is that if you put this together with hundreds of other motorcycle shops in Southern California, along with the closing of the desert and you've got what could be the most disastrous loss of tax revenue in state history.

The Sierra Club and Coors' Beer apparently do not care, but how about the people in the capital. Are they blind?

I hope I have reached some desert riders and potential desert riders. With the help of CMIC maybe we can turn the legal power to our side for a change.

MURRAY GRUBBER
K & N M/C
Riverside, Calif.

SUBJECT: NEW ITEMS ON THE ACCESSORY MARKET.

MOTORCYCLE BRAND NAME WATCHES

HONDA WATCH: You put it on, and your arm falls off.

B.S.A. WATCH: You wind it, and it vibrates right off your wrist.

TRIUMPH WATCH: You wind it, and your armpit starts dripping oil.

HARLEY WATCH: Takes two hours of winding before it starts.

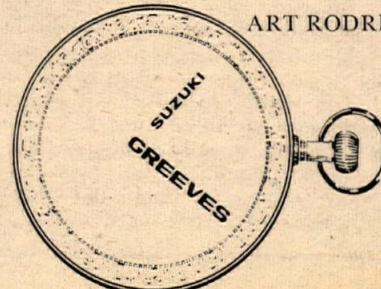
BULTACO WATCH: You wind it, and the glass floods out...

KAWASAKI WATCH: You wind it, and it's too late.

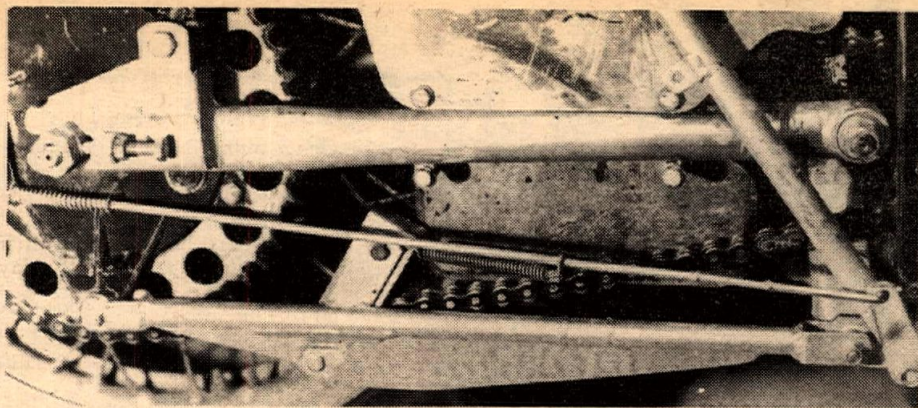
HODAKA WATCH: You wind it, and it fouls the second hand.

MAICO WATCH: You wind it, and the crystal falls out.

ART RODRIGUEZ



Longer and Milder



Assembled, this rig just finished the Barstow-to-Vegas.

by Tosh Konya

The desert racing fraternity is conservative by nature and rightly so since a 50-mile loop isn't quite the place for testing your new 52mm carb that should increase your horsepower by at least 75%! In the lonely world of the desert racer only the tried and true are acceptable as the pits can sometimes be a good day's walk away.

Of the few bikes bagging victories in the masochistic AMA Dist. 37 weekly races, Husqvarna seems the most prevalent of the big bore machinery. Since its introduction in this country it has been relatively conservative and super-reliable. Reliability is the first scale used to measure the worth of a desert bike and, for this, the Husky is generally accepted as foremost.

One of the most appealing aspects of ownership of this mechanically conservative motorcycle is the fact that you get the exact same bike as the "big name" sponsored desert racers. Factory "Works Specials" are a fact of life at Husqvarna but these are extremely rare and exclusively limited to European motocross. The showroom stock Husky has all the ingredients for that first overall victory in the desert wars. No trick frames or suspension units are required.

The attention paid to small details is often the dividing factor between the also-rans and winners, and one such detail is the swingarm. One inch of extension does wonders for the handling and removes almost entirely the infamous "Husky Hop". This turns Husky pilots into those who love the long, long sections of murderous whoop-de-dos that Dist. 37 clubs use to break the "monotony" of rocky hills.

This modification will also help the motocrosser freak as bouncing over rough terrain is slowed to a controllable level and a rider under control is a faster rider.

Few home workshops have the necessary tools to perform this mod so it is best left to professionals such as Jere Kirkpatrick. Besides a heli-arc welder, such things as an abrasive cutoff saw, alignment jig, and hydraulic press are required. Huskys are made of a Swedish alloy very close to SAE 4130 Chrome Moly Steel, so welding by methods other than heli-arc aren't recommended.

After the swingarm is removed the ends are marked so that mixups can be avoided. The cut is made as close to the cross brace as possible. Both surfaces, along with the extension plugs, are beveled to increase weld penetration. The brake torque arm and brake rod must also be extended the same amount. The extension plugs are pressed into the swingarm and tack-welded while the alignment is checked.

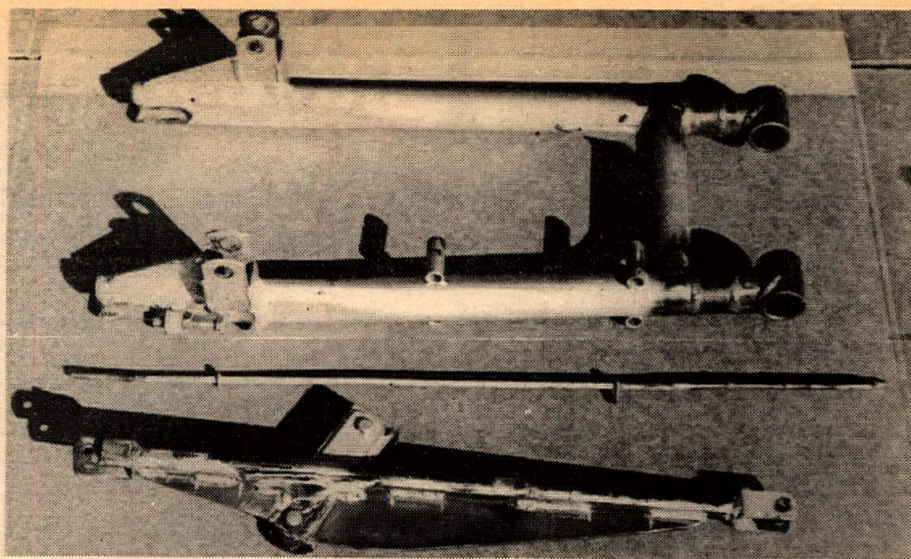
By the way, the plugs are made of SAE 4130 so you needn't worry about the strength of the new pieces. The alignment requires special steel bushings, as using the stock rubber bushings will result in a stinky little fire. Alignment is checked often as the weld is completed. Jere uses OxWeld 65 rod, 2% Tungsten, 15 inches Mercury of Argon, and a 15 second post purge after welding. No grinding is done to the welds to insure full strength.

For riders wishing to further "bulletproof" their machines you can have your brake torque arm modified as pictured. By welding on the three pieces shown you can ride over and through rocky sections with no fear. The torque arm is vulnerable because the low-hanging chain guide seems to attract every rock within 25 yards! Hit a large one with enough force and, if you're lucky, you'll have only a slightly bent torque arm. If unlucky, the arm will have bent enough to derail the chain. After carrying out this mod you can ride over rocks that would pretzel a

stock arm!

Once the job is done, the affected areas should be wire brushed and painted to restore their original appearance. The color closest to the original is "Dupli-Color Auto Touch-Up". Look for DS-GM 109 on the top which means a General Motors metallic silver of around 1966 vintage for various cars. Small spary cans are available at most auto parts stores.

The ride will now be smoother because of the added wheelbase and the increased angle on the shocks. Cranking the spring adjusters up a notch or two



Disassembled, extended parts are ready for painting.

should restore the original tension although most riders will welcome the softer ride. The chain requires a "half-link" (three pins). Then you're ready to ride. You now have a bike capable of running with the best and all it takes is a little luck and a bunch of practice.

The price of all this good work is very reasonable. The swingarm extension kit is \$10.50 "if you trust your welding" or, if not, just mail the three parts (swingarm, torque arm, and brake rod) and \$25.00. The rockbuster

torque arm is \$12.50 extra if you decide District 37 desert racing is your bag. This can also be done to stock (non-extended) torque arms. When you decide how "bulletproof" you want your scooter just mail the parts and a check or money order to: Jere Kirkpatrick, 635 Crestmore Pl., Venice, Calif. 90291. If you wish to talk to him personally about this or any other modifications he can be reached at (213) 821-3693 between the hours of 9am and 6pm. Good luck and good racing!

California Cycle Center SANTA ANA Grand Opening!

Orange County's newest, finest, and most "with it" cycle dealership opens its doors grandly Saturday Feb. 24

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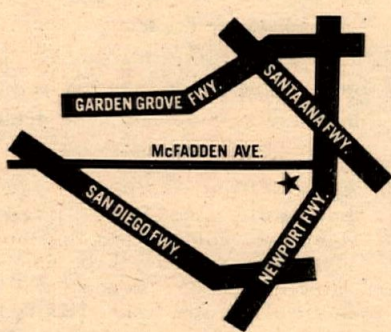
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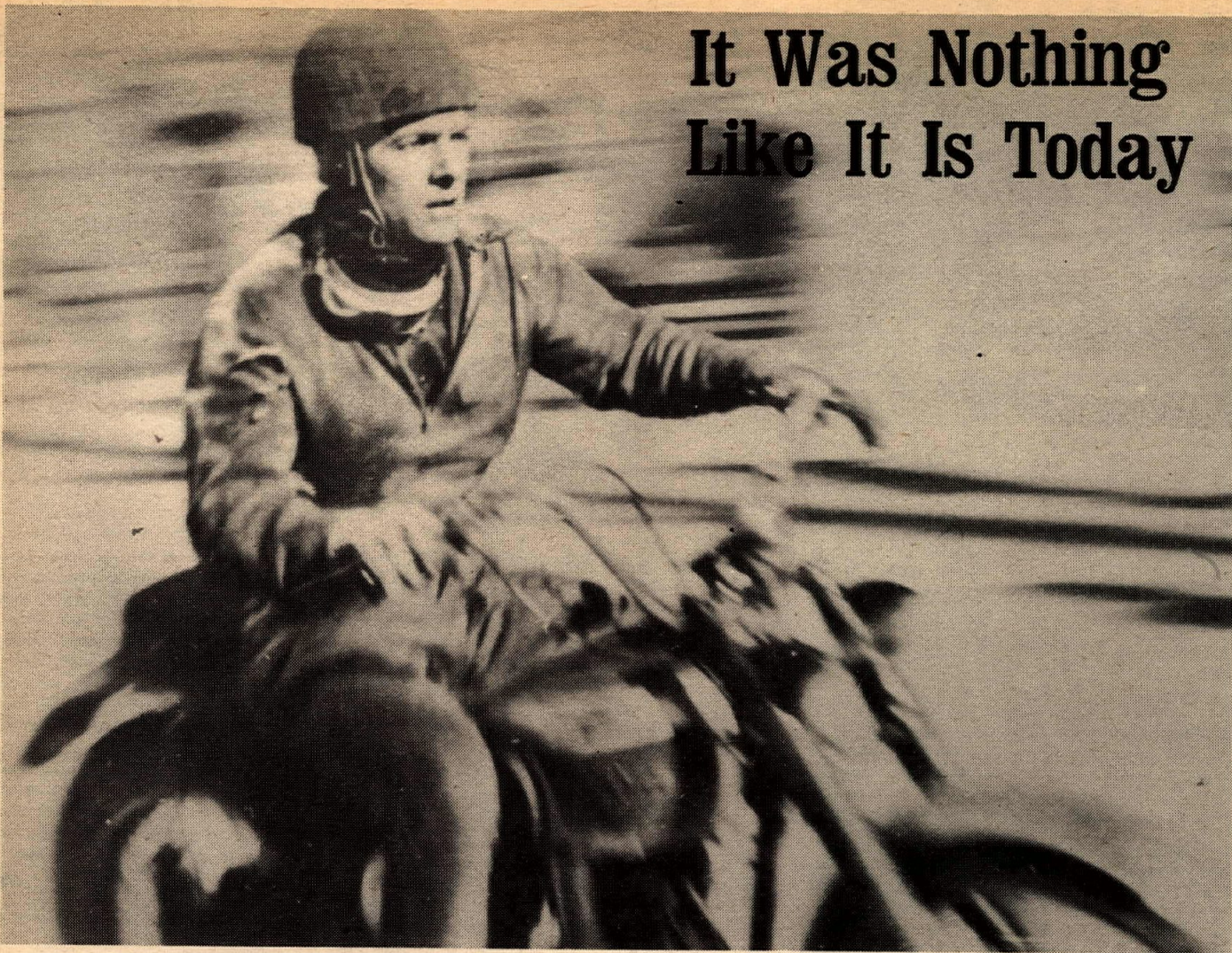
Address _____

City _____ State _____ Zip _____

Do you own a motorcycle? ☐ Yes ☐ No

If so, what type? ☐ Street ☐ Dirt ☐ Street & Dirt

It Was Nothing Like It Is Today



"it was nothing like it is today:" a look at the old days by jim underwood, as told to John D. Ulrich

I first became involved with motorcycles when I was a kid about thirteen years old living in Ohio. I had a newspaper reporter neighbor who owned one. I used to clean his bike and he used to take me for rides on Sundays. The bug bit me. He let me ride his machine, an old 1913 Thor. When I was old enough and had a job I bought my own machine, a 1915 Thor single speed.

I had a job as a musician working in a theater. One day something happened to the magneto on my bike. A dealer saw me pushing the bike to the theater and told me to come down at my first opportunity and he would see what was wrong with the machine. I did, we became friends, and I ended up with a job scraping carbon and various other little things like that.

The shop was a nice layout, better than the usual run of shops. The average shop at the time was more or less a hole in the wall. There were shops I had been in that had dirt floors. Of course they didn't have too much business. It was nothing like it is today.

A new motorcycle around 1915 cost between \$175 and \$285. Top speed was about 70 mph unless you did some work on them. As far as performance goodies went, everything new always came from the West Coast.

The dealer I worked for became a Reading Standard dealer when they stopped making Thors. I wound up at the Reading Standard factory in Reading Pennsylvania. Starting in 1922 I rode a Reading Standard hillclimber.

My first hillclimb was in Akron, Ohio. They had never seen a genuine hillclimb machine until I showed up with that thing. We took off the handlebars and put the machine on the running board of a Mercer car for the trip, then assembled it down there. I went over that hill like nothing flat! Won myself a pair of Firestone tires that day.

At that hillclimb, somehow, I wasn't getting any lubrication. I pulled it down when we got back to the factory and the rings were broken. That didn't seem to have made any difference. They didn't have anything that could touch that machine. I'll never forget it.

They stopped making Reading Standards so I got a job at the Cleveland motorcycle factory in 1923. I rode a six days trial in 1924 on a Cleveland two-stroke. We started out from Cleveland on a Monday morning. Our first night stop was in Detroit. The second day we went from Detroit to South Bend, Indiana.

On the Second day out, right outside of Battle Creek, Michigan, my engine quit. It wasn't getting any spark. I found that the brush had worn down to the point where it wasn't making contact. I had an automatic pencil with lead in it, so I broke off three pieces of lead and put them in the brush holder. It got me into South Bend.

From South Bend we rode into Louisville, Kentucky. From Louisville we passed chain gangs working on the road to Wheeling, West Virginia. We ended up in Pittsburgh.

I didn't do so well, getting a fifth place in the trade division. It was just a lousy silver medal, but it was fun. That's

what counts.

Later the Cleveland factory built a 45-cubic inch four cylinder. It was designed by Everett DeLong, formerly of the Ace Company. When Indian bought Ace in 1928 he became chief engineer for the Cleveland factory. The trouble was, he had to use up a lot of Reading Standard parts that Cleveland got when they bought out Reading Standard. It was still a darn nice running little machine.

Prior to this time they had trouble carbureting the early fours. Then DeLong designed a trick manifold while he still worked for Ace. It changed the machine completely. In fact "Red" Wolverton rode an Ace to a world record at the time.

Cleveland closed down too and I went to work for a Harley-Davidson dealer in Cleveland. I purchased a 21-inch racing job from Harley-Davidson while I was working for him and converted it into a hillclimber. That's the machine I rode at the Amherst Hillclimb in 1927 (see photo). I paid for that machine numerous times by virtue of the prize money I won on it.

The Harley dealer sent me to the Harley-Davidson factory for mechanic's school. Two or three years later I got a job with the Harley-Davidson Motor Company in the service department. At that time I sold my hillclimber to one of the local fellows. The factory service manager, Jim O'Ryan, didn't want me to do any more hillclimbing. So that was the end of my hillclimbing career, around 1930.

Thor's chief engineer, Bill Otaway, had become an engineer for Harley-Davidson. He knew his onions, believe me. Anytime you gave him a suggestion, he would say, "I tried that back in such and such a year...it won't work!" He had Hank Syvertson working for him as head of the Harley-Davidson racing department at the time.

I was with Harley-Davidson when the old heads were there...the originals: Arthur Davidson, Bill Davidson, Walter Davidson, and Bill Harley. When I worked for them I had a different



This 1925 Reading Standard sidecar was the method employed for transporting a Harley-Davidson hillclimb rig. Trick vans hadn't been invented yet.

engine in my frame about every two weeks. I had a 68-inch, a 61, 74, 80. You name it, I had it in that frame.

Harley used to test their machines for hillclimbing in Pittsburgh. John Graves was a top factory rider. There were other fellows, too. I don't remember their names with the exception of two other fellows, one by the name of Remington, one by the name of Smith, and myself, Underwood. They called us the Typewriter Triplets.

Then the California bug bit me and out I came. At this time, if you rode a motorcycle you were considered low class. Of course, there were exceptions...Lindbergh was a motorcyclist, and Eddie Rickenbacker was an old sickle hound, too.

I got a job working for Rich Budelier, a Harley-Davidson dealer in Los Angeles. I worked for him for ten years.

Then during World War II they couldn't get machines or parts or anything else with the result that I got a job with Northrop Aircraft in final assembly.

After the war I got together with Aub Lebard. I used to correspond with him when he was in the Air Force during the war. I told him we ought to go into business when it was over with.

He was discharged in 1945, and we started in business in 1946. We did painting and repairs for other shops. He would do metal work and I would do the painting, all in a single garage. It was really something.

Of all my bikes, a 1925 Harley-Davidson was my favorite. It was strong and sturdy. It needed darn little care. Of course it had a dead loss oil system and ate oil. But it had a strong feel to it. That's what counted.

AND WE THOUGHT JUMPING CARS WAS BAD. In England they have a stunt to see who can ride a bike through the longest burning tunnel. The current record is held by a mystery man who fled after setting it. His record is 80 feet. The problem is that the bike runs out of oxygen while in the fire. All very kinky.

ELLIHUE SUSSMAN: We can't go on meeting this way. Cook Neilson is getting suspicious.

THE YAMAHA 500 four-stroke street bike is getting closer. Yamaha International's Product Improvement Division has just gotten done testing and recommending improvements for it and it has been sent back to Japan. It should appear this spring.

Webco, Inc., the goodies house in Venice, California, has a movie called "Cycle Racing Review" that runs 12 minutes and cost 24 and 95 one-hundredths dollars. It features glimpses of most forms of motorcycle racing.

John Banks will ride a Cheney-framed BSA 500cc in world championship motocross competition.

Bell Toptex has met the new California law calling for 120 degrees of peripheral vision with their new Bell Star 120 helmet. The new helmet can't use a flip-up shield because of the big window. However, it will accept goggles or other types of shields. Ourselves, we like the old type of Star and feel that it is preferable for street use, but California decided that it didn't look good on paper.

Honda has bigger-than-250 Enduro machines currently undergoing R & D. These could be this year's Baja bikes except that they seem to be two-strokes. Hubba, hubba.

For some bizarre reason we have been flooded with requests for information (that means more than two letters) about the Baja 1000, Baja 500 and Mint 400. The first two events are sanctioned by NORRA and they get their mail at 1616 Victory Blvd Suite 200, Glendale, Calif. (213) 245-1033. The "Mint 400" is restyled the Del Webb Desert Rallye so write to Del at the Mint Hotel in Las Vegas, Nevada.

Nancy Pepper who resides at 36424 Buckeye St. in Newark, California wants to take up racing (She already has a bike, which is a good start.) with any Powder Puff clubs in the Fremont or Hayward area. Please don't ignore this eager potential hotboot, you girls.

Black leather is back! At least the AMA road racing rulebook doesn't specifically exclude it any more.

TWA is charging about \$150 to ship bikes air freight from England to the U.S. and were promoting their service at the recent London bike show. Other carriers will no doubt follow suit. Next, a North Atlantic bike-carrying price war, no doubt.

Whatever happened to the 250cc MotoVilla motocrosser with a claimed 36 BHP output?

Are you ready for the shiftless, clutchless Rokon 340 in the 1973 ISDT? The automatic transmission motorcycle will be there if all goes as planned.

Mortinson Cycles, 17667 Sierra Hwy., Saugus, Cal. was robbed last Friday night. Along with all the accessories and many parts, there were two 400 Maicos stolen. The serial number for the first is 386390 and engine number U402992, and for the second the serial is 387548 and engine number is U403648. There is a \$150 reward for the recovery of each bike. Call 805/252-1773 or 252-2266 after 5 pm.

Carlsbad Raceway's speedway track should be ready this spring. They plan on having events aimed primarily at the Division II and III riders.

Skip Van Leuween has sworn off motorcycles and is a record promoter for Elektra Records.

Enduro riding has been shown to cause failure in two out of three Cycle News editors whereas road racing does not yield anything less than second.

SON OF HURRICANE. Triumph has at least one model of a Vetter-designed mean-looking cafe' racer built around the new 750 twin Triumph motor. It may be available in 1974 if there seems to be enough demand for it. Could this be an anti-commando raid?

THANK YOUR LUCKY STARS AND RUSS SANFORD that no-fault insurance for motorcycles is not in effect in California. Delaware has it and Hawaii is threatened with it. What no-fault for bikers means is that riding a motorcycle on the street is no more. The reason is that annual premiums for motorcycle no-fault insurance runs more than the original cost of most motorcycles. That would keep most street bikers off the pavement for good. Hang on, Hawaii and you bruddahs out deah write you some kine leddah to da legislachah.

The island bike rag, "Motorcycles Hawaii", threw out a teaser about having a TransAMA inside the Diamond Head extinct volcano crater. Good seats for 70,000. Except that it's not nice to fool around with Mother Pele, you guys.

It is highly recommended that any professional Novices and Juniors who plan to run the 100-lap Ascot TT make it to the TT on the 25th. The reason? If the 100-lapper has too big a field sign up, rider eligibility will be based on the point totals accumulated for the previous two Ascot TT's. If you missed the first one, this is your chance to snag a starting position on the program for the biggie. The same points cut-off method may also apply to Experts if there are too many of them on hand for the 100-lapper. Pit gate opens at 10 A.M. and the action is in the P.M. about two.

MONEY, MONEY, MONEY. The St. Patrick's Day 125 MX at Arroyo has everybody scurrying around looking for a lightweight ride, if they don't already have one. Pre-entries, so far, include not only California names like Bower, Jensen, Urban, MacDougal, LaPorte and Staten but some 125 pros from Oregon, Utah, Montana and Oklahoma. Gee, some guys will race anything for \$1000 first place money. Now where can I get a 125 MXer? Maybe if I change the forks on that old Vespa...

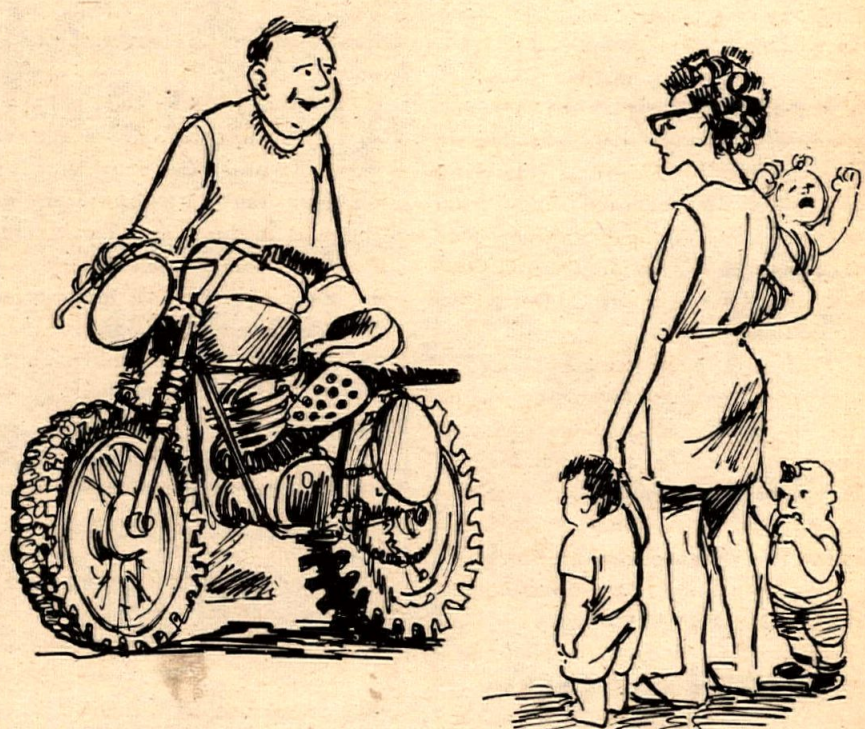
The Desert Foxes claim that Brian's Toilets are really a bummer.

YOU WON'T BE ABLE TO RIDE IN RED ROCK CANYON ANY MORE if the report of the Red Rock Canyon Advisory Committee goes through unopposed at the meeting of the California State Recreational Trails Committee. You have got until 10 P.M. on Thursday, February 22, 1973 to do something about it. The state committee is meeting in the Holiday Inn at California City to decide whether to designate the Red Rock Canyon area a state park or state recreation area. The report of the advisory committee, which will undoubtedly be followed if nobody says anything else, is to make it a state park and that means no off-road machines of any description: two, three or four-wheel variety. The public meeting starts at the Holiday Inn at 7 P.M. If you're not there or don't send a representative, don't complain when Red Rock is close because that is exactly what will happen if biker apathy prevails. The State Trails Committee can be influenced, but it takes the weight of numbers to do it. Thursday, February 22, Holiday Inn, California City. Do you like to ride?

DAYTONA: The best bench racing that goes on at this time of year centers around "Who's gonna win Daytona?" The tech dude around here says that nobody is, that they are all going to break. Seems unlikely. If they all, or lots anyway, do break, then you have to go for the consistency men: Paul Smart,



Geoff Perry, and Gene Romero. If you go for plain old fast you might pick the likes of Yvon DuHamel or Art Baumann. But this year the machines have been developed to a point of reasonable reliability so "rider error" will account for a lot. That means that the men in the middle are the ones to watch. Cal Rayborn, Mark Brelsford, Kel Carruthers, Ken Roberts, Cliff Carr, Gary Fisher, and Lord knows who else will be right there. Gary Nixon, too. Gary led most of the pavement Nationals last year only to have his machine puke. He is overdue — long overdue. And another Big Gun will be Jarno Saarinen, the talk of Europe, as yet untested against our guys, and faster than greased eel pucky. It doesn't look like a privateer's year — except, of course, to the privateer. These poor turkeys are slaving away in their garages and basements, foregoing food and sleep, quitting their jobs, calculating that extra horsepower or buck for gas, and everybody will forget them after the race is over and they've been quashed. All that is keeping them going is the will go race and win. You know, like Don Emde last year.



T. Bell

HAPPY BIRTHDAY, DEAR!

the latest poop

by Papa Wealey

We have been really impressed by Yamaha's radio and TV commercials lately — the "Someday, you'll own a Yamaha" series. They will sell Yamahas, no doubt, but they are also doing a lot to make motorcycles appealing to the general public.

Speaking of toilets, which we were several items back, how come there are never enough of the portable cans at any event: desert, enduro motocross or whatever?

And how come they're marked "Men" and "Ladies"? You can only go in one at a time, anyway.

The SRA Calico Enduro brought out a fantastic collection of pit-racing, non-competing squids. On a more encouraging note, it also enticed a collection of vintage four-strokes that had classic-lovers gawking. Noted were a Velocette, an Airedale single, and a Matchless. They weren't especially sanitary but they were all running. Some of the riders also looked like they were the original owners. Hang in there, guys.

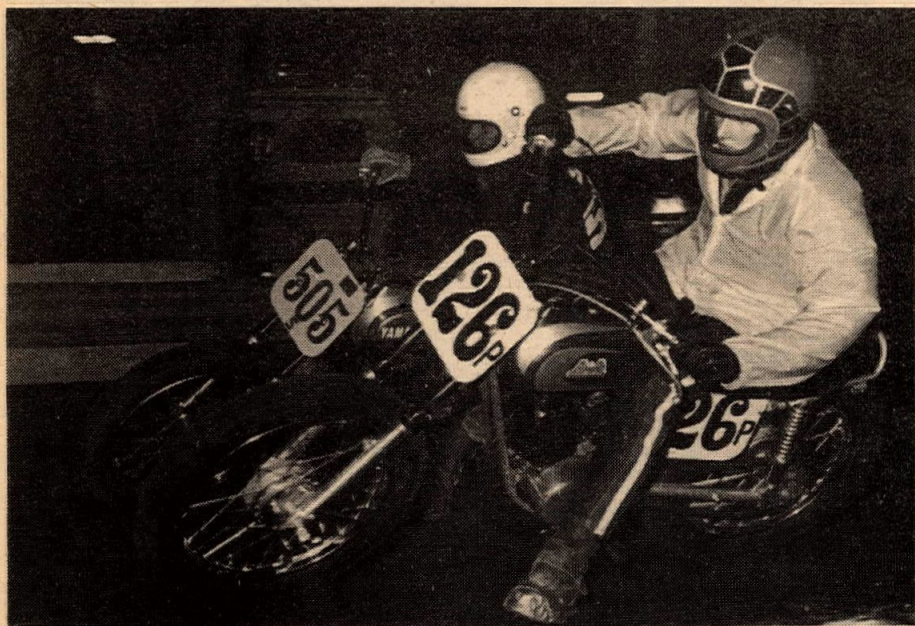
AMA EXECUTIVE COMMITTEE FOR 1973

The breakdown on the AMA Executive Committee for 1973 represents a heavy industry bias but also, for the first time, the inclusion of two \$12 a year AMA member types. The method of selection and inclusion of the common folk has yet to be finalized. Current members are J.R. Kelly of KK Supply; Bob Hansen representing Kawasaki; John Harley from somebody-or-other-Davidson motorcycles; Paul Garnett from Suzuki; John Penton (Wonder who he works for?); Roxy Rockwood of Birmingham Small Arms, Ltd.; P. Thomas Sargent, publisher of "Cycle" magazine according to the masthead; Ivan Wagar, editor of some obscure monthly about two-wheelers published by Bond, Parkhurst & Bond; Dan Burns, Buco; Morrow of MCM Accessories and Luechmann of Honda; plus racing team manager Pete Schick of Yamaha. The later two have no vote on the Board, however, Curious.

Cycle News NORTH



Ned Cotherman helps his friend Jon Yoshizumi (262T) do a wheelie. Photos by Jim Hayes.



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Santa Rosa Indoor

by Billboard Spencer
SANTA ROSA, CAL., Feb. 9, 1973 — Three Koles showed up to race tonight's sixth of eight indoor races and two went home winners. The third continued his malady of falling, and the indoor riots continued in all their splendor.

It was Ron Kole the winner in the A 250 Expert main. Ron led five staid troops around for the eight laps, and it was Al Ludwigsen holding off Dave Masse for second with Alex Jorgensen holding down fourth. It was Jorgensen's

second try at the indoor and a vast improvement was noted in that he didn't fall once the whole night.

In the B main, it was cousin Chuck Kole the winner over Nevada's best, Manuel Crumett. The third Kole, Jerry, fell once again to keep his record intact for the past two weeks. Oh well, he is supposed to have mononucleosis. How's that for an excuse? Little Kole, as he is known in some circle's has been smoothing out his style and is less the squirrel.

Deschutes Cycle Park MX

by Jan Newman
BEND, ORE., Feb. 4, 1973 — When racing got under way the track was extremely fast. Through the day as the ground thawed, it became rough and muddy in some spots. However, nothing seemed to slow the riders. There were enough crashes to keep the first aid man hopping. One spectator required his attention also when she injured her back in a fall. Ironically, the grandson she had come to watch was unable to race at all due to mechanical problems.

Fate (or pure rotten luck) was the deciding factor in several contests. The first appearance was in the 125 Junior race. After winning the first moto Jerry Durgan (DKW) was unable to start the second. Rodney Kentner (Hon) came along for the day's win.

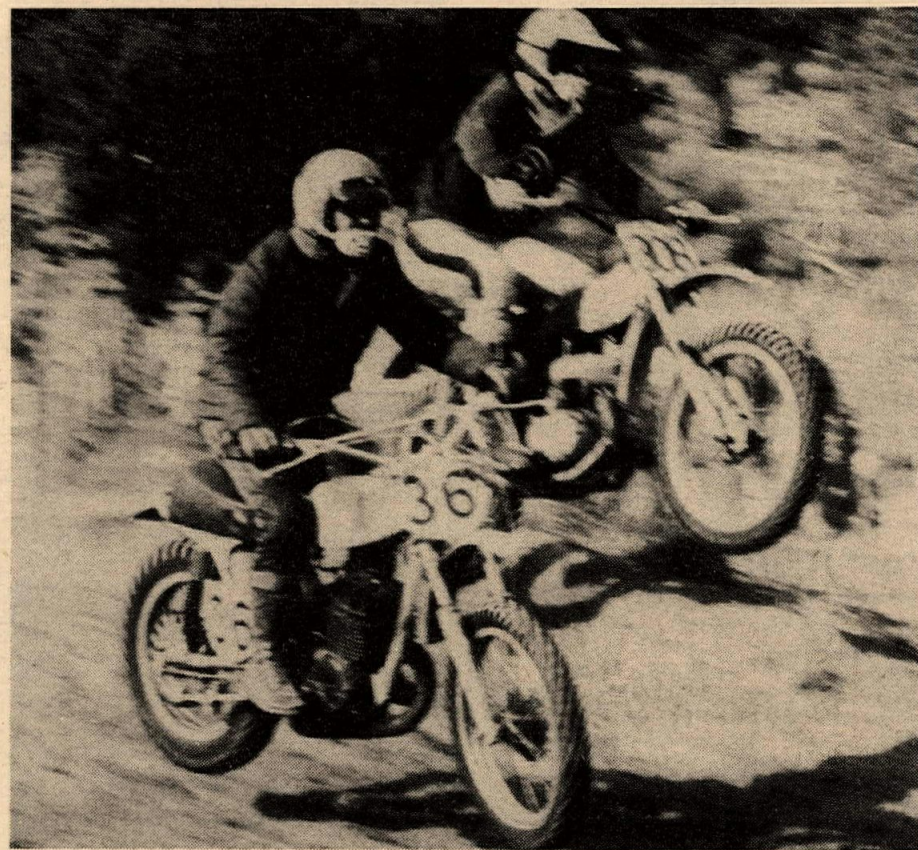
Glenn Meusec (CZ) was right in the shadow of the Yamaha of leader Ernie Robinson in moto one of the 250 Junior Division 1, when he went down. He rode hard to catch up to seventh place for the moto. This division was a real tight group for all three races with Robinson winning out over Mike Glenn (CZ) and Meusec. Each won a moto.

Fate really hit Steve Springston (Yam) during the second rounds. He had chalked up wins in both 250 Junior, Division 2, and Open Junior. After a wild endo took him out of the lead in the 250 race he crashed at the scratch in the Open race and was hospitalized with a broken arm. CZ mounted Tom Higgins eventually won the 250 race. The final

Open Junior moto saw John Kalkhoven (Hus) overcome the point lead of Jim Newman (Kaw).

A number of riders in the combined 125 Expert — 250 Intermediate race found fate a factor. A crash of several riders in the first moto found Kevin Waymire (Yam) mostly on the bottom, then sidelined for the rest of the moto. He returned for a third place in moto two but was unable to complete the third. This final race saw the 250 riders having problems as the 125 leaders finished ahead of them. Dan Lindsay (CZ) entered the final moto with a chance of overtaking the point lead of Barney Newman (Mon) who was riding with a broken shock. Half way through the moto Lindsay pulled off with most of his rear spokes gone. Jim Swendsen (Yam) won the moto and second for the day with Lindsay third.

Having built a commanding lead in the first Expert race, Monte Bothum was forced to slow down due to loose motor mounts and relinquish the lead to Jim Harris. Both were Maico mounted. The second moto found a heated battle for second between Doug Aiken (Hus) and Harris. With a scant quarter of a lap to go, Aiken went down in a tight corner allowing Harris to pass. Aiken failed to appear for the final race as Harris again finished second and first in overall points. Bothum, with two wins and a fifth earned second and Mike Crandall (Bul) was third.



Highballing on past at Deschutes.

Hayward Mud Scrambles

by Bill Spencer
HAYWARD, CAL., Feb. 4, 1973 — Dick Gracia turned out to be today's hero with a fantastic win in the 250 Junior and Expert combined main event. In the process, he jumped from the Junior to the Expert class — all in one fell swoop.

The rain of the past few months has continued and the mud was ankle-deep. Despite all the bad weather, nearly 70 dyed-in-the-wool souls braved mud running and had a tremendous day of racing, courtesy of the much maligned Hayward M.C.

Despite greatly exaggerated rumors of their demise, this staid club will field a full calendar of events for 1973 and hopes to expand some of the operations with other clubs.

Rich Lopez trophies twice just to show that old movie stars never die.

Rich was part of the vast crew that helped make the "Big and Little" guys movie.

The 250 Junior and Expert show was typical of the day's racing with the early leader falling on the first lap and the second place runner falling shortly thereafter. Gracia didn't fall and is quite used to racing the muddy stuff. He should do quite well at the next few black plate Expert runs at Lodi and the Salinas sand pit.

First team off the line was Phil Anderson on the Tom's Cycle Suzuki and, despite a tremendous lead, he fell in the back part of the lengthened course. Gary Orlando recovered from a fall to follow Gracia to the checkered.

Larry Tredway kept the Ferndale Avenue Racing Team's trophy record intact with an easy win in the Open Novice main.

by Bill Spencer
 PORTLAND, ORE., Feb. 8, 1973 —
 Burning up the highways from New
 York to Portland were some 15 indoor
 heroes from the Madison Square Garden
 Yamaha Silver Cup to make it to this
 \$3000 purse indoor.

Taking the money home were the
 usual Northern California contingent led
 by John Gennai on the Mt. View Auto
 Stereo Bultaco. John had proven fastest
 throughout the night despite having a
 stop watch for official time. The
 problems of this indoor were met with
 "you should have been at Madison, they
 were really bad," echoed by the racers.

The ten heats took the first three and
 so the action really got tight in these
 events. If you didn't make it through this
 one, it was load up and go home. The
 first three heats were all won by the fast
 Ossa troops with one and two going to
 Gary Tonda and Neil MacGregor on
 Omega frames from E.T. Cycles and
 third to Pat McCaul on the Borch
 special. The fourth man to make the
 trophy dash was Joe Henry on the super
 Kawasaki from Sacramento. The rest of
 the heats were won by Californians with
 only a few of the Oregon troops making
 the transfer. Of these, Randy Scott was
 third in the third heat while Randy
 Skiver and Sonny Burres were second
 and third behind Henry. John Gennai
 and Al Kenyon made it the fast heat of
 the night in the fifth with Jerry Kole,
 the Novice who won the first Ascot TT
 this year, winning the sixth over Ossa
 team rider Steve Hernandez.

Gennai went on to win the fastest
 semi with Mike O'Brien coming in
 second on his new Schwerma Yamaha
 followed closely by Kole and Tonda.
 Del Silva rode the prototype
 monocoque Kawasaki to the second
 semi win over last year's Madison
 winner Steve Hernandez. Dave Masse
 rode his first pro event to third place
 money holding off Dana Perri. Neil
 MacGregor gave up his "Consolation
 Kid" title with a win in the third. Pat
 McCaul chased him the distance. The
 new "Consolation Kid" was Jim Foley.

The first start of the 15 lap main was
 all Del Silva's, but a multi-man crash
 called for the red flag. The re-start went
 to Gennai and he was long gone as the
 rest of the pack made its way through
 the first corner. MacGregor held off the



Gennai bears down.

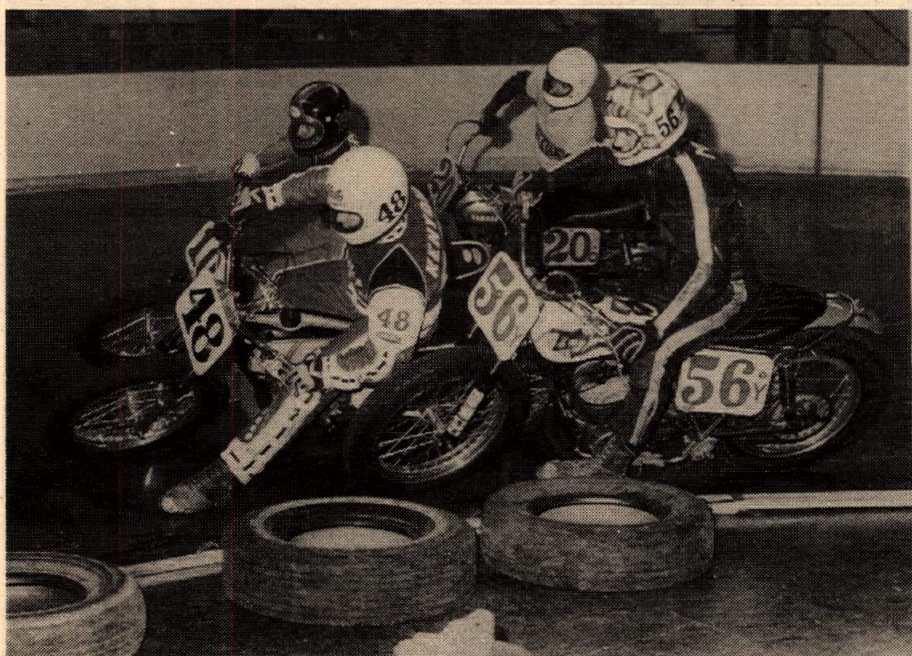
world's fastest bowling ball in the form
 of Pat McCaul for the duration. Silva
 began to slip back when he couldn't get
 the right line through the turns. Kirk
 King was the first by with Hernandez
 hot on his tail but that didn't last long.
 Lee Seidel dropped it in the front

corner and the ensuing mob scene left a
 hole for Jerry Kole and a few others to
 get by. Kole then promptly dropped it
 in the next corner and Dave Masse
 slipped in for the fourth place spot.
 Hernandez and Gary Tonda battled it
 out for fifth for the rest of the event
 with Tonda passing at the checkered.

The usual rehashing of final positions
 was done some time after midnight and
 the crew loaded up for the trip South
 and the battle at the San Francisco Cow
 Palace for the last National and the
 Gennai-Hocking fight to see who can
 win the most money.



Andy Whitaker inspects the track condition.



Dave Masse (56y) prepares to unload Al Kenyon (48) in a qualifying heat.

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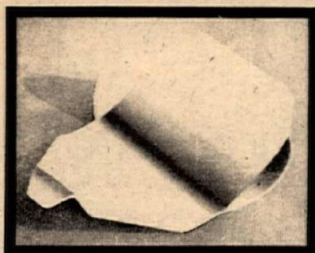
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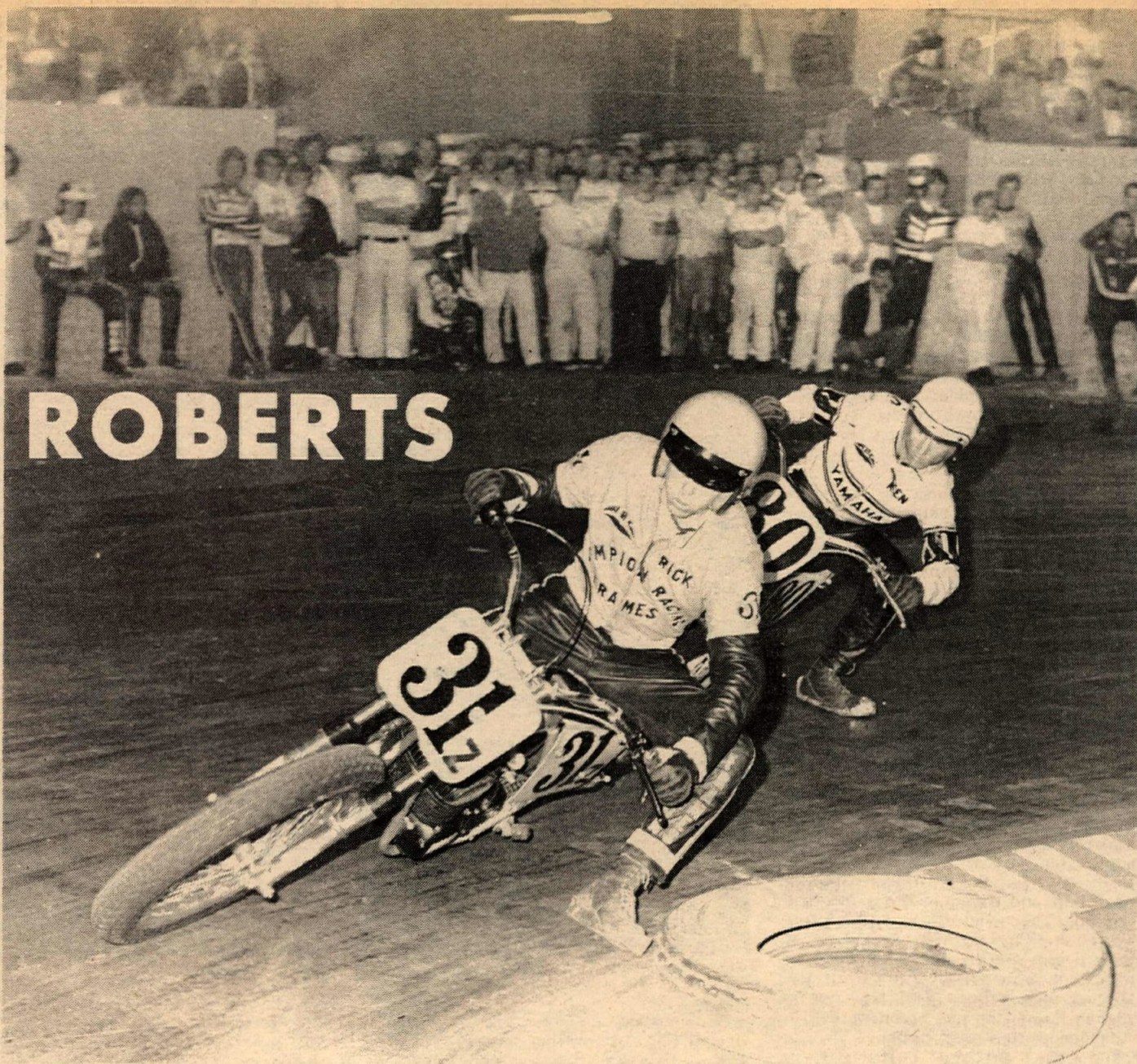
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ROBERTS

Kenny Roberts set fast time even though he had to work through traffic in his heat. Here he hounds series winner Rick Hocking who came home third in the main.

ASTOUNDS NO ONE!

by Bill Spencer

SAN FRANCISCO, CAL., Feb. 18, 1973 — Kenny Roberts astounded absolutely no one in the final chapter of the American Indoor Short Track with a win in the 20 lap finale. Al Kenyon got his act together in a great show of force that may have put him third in the series after a nearly clean sweep of the event to a second place in the main.

The eighth running of the indoor proved a great draw for riders. Mert Lawwill, Eddie Mulder and John Hateley all got a chance to run. Lawwill rode his first pavement indoor in five years and barely missed the semi despite having a motor that is clearly not too fast. The regular runners of this series were outclassed for the most part but some were merely eliminated by bad moves on the part of the officials. Mike Gerald, the Louisiana flash, has had nothing but problems in this series and today was no different. Steve Hernandez was just about the same.

In their heat, both were put back on the third row with Hernandez committing the sin of having his hand slip off the clutch while he was putting it in gear. He slipped across the line as starter Hoy Odom mounted the stand and was promptly put out with Gerald who was trying to get in the proper order on that line. District referee Walt Masterson was attempting to put that line in order when the flag dropped with Gerald in the improper position, and the starter blackflagged him. After that race was over, the fans expressed their displeasure but the damage was done and Gerald's 2200 mile trip was at a disappointing end.

Rick Hocking had already sewed up the championship while the rest of the top ten were in doubt. John Gennai came up with handling problems that eliminated him from the main and put Pat McCaul on the spot. His third place standing could be turned into a second if he won, but the back row in the main wasn't the place to try for that.

Roberts had to work through traffic for the first semi win over Gary Tonda but did it convincingly with the fastest time. This gave Jim Odom the nod for the Main as the fastest semi took the fourth man for the ten man show.

Kenyon won the second semi by a

ton with almost no challenge. It was the next fastest time and set the pace for the main. It was obvious that the only way to get Roberts out of the way was to move him and no one could get near enough.

The six lap consolation was a crasher and burner with Chal DeCecco surviving the best for that win over little Bruce Hanlon and setting the pace for the 20 lap bash of the last main.

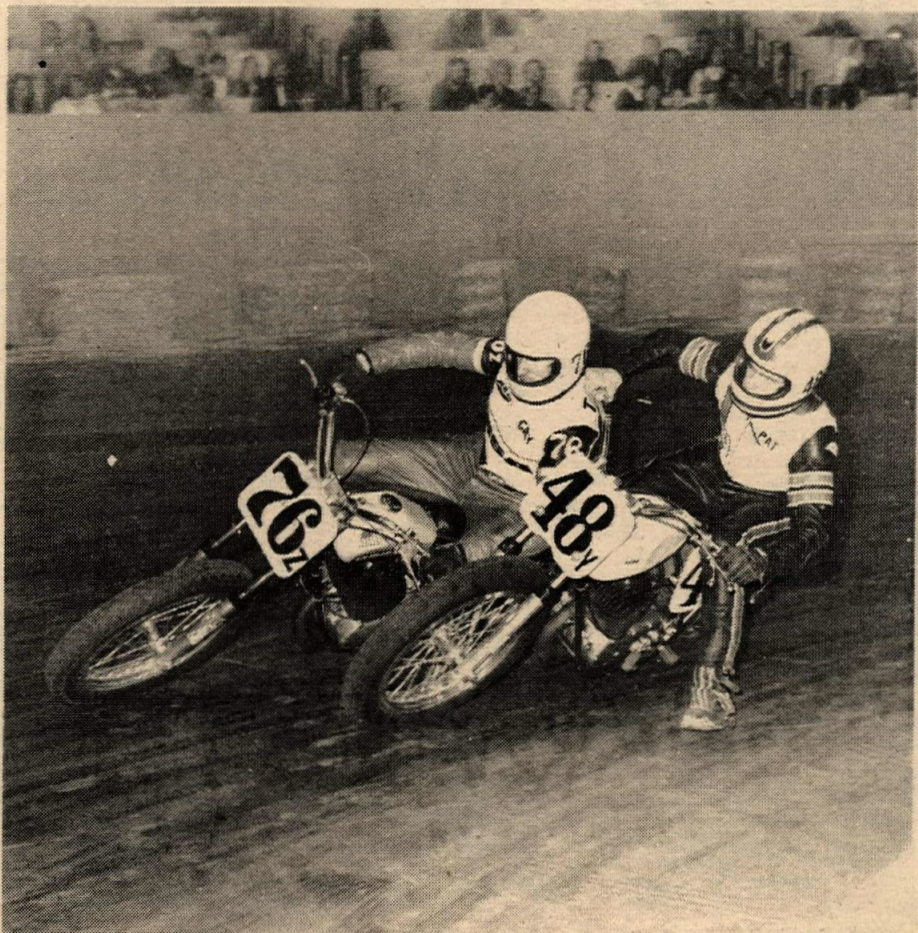
The outcome was in little doubt after the start with Roberts clearly dominating the lead for the entire distance and Al Kenyon doing his part with second. Roberts lapped all the way through fourth while teammate Hocking

on the Schwerma Yamaha had to really work for the third spot.

The crashing started immediately with Dave Hansen the first one down. Next was Tonda.

In the pack the best racing was around fourth and fifth with MacGregor and the veteran Odom changing spots with Hammond. The mess was worsened for the scorers as both Roberts and Kenyon rolled through the pack, lapping.

For Rick Hocking and Doug Schwerma, it's congratulations. The same goes for John Gennai and his sponsor Steve Doi/Mt. View Auto Stereo.



Gary Tonda leads Pat McCaul (48y) as they dispute seventh place loot. They finished in the order shown. McCaul's chances for a second place in the series vanished with his eighth in the main.

by Peter White

Australia continued its trouncing of Great Britain in the Test series Down Under by winning the seventh and final Test at the Sydney Showground on Monday, January 29.

Match was held on the Australia Day holiday to commemorate the discovery of this country by one of our blessed English forefathers...but our Aussie riders had no sympathy for Limeys despite the auspicious occasion! Australia again trounced the British to win by 62 points to 46. The Lions were once again a hapless squad. Only visitor to show any fire was Scotsman, George Hunter, who scored 11 points — top of the British charts.

Hunter, who has raced at Costa Mesa (California), was drafted into the team as a last-minute replacement for injured star, Peter Collins, who had to fly back to England with a broken leg after the fourth Test at the Sydney circuit. Hunter showed flashes of brilliancy and twice turned in exciting rides to defeat Australia's top two, skipper Jim Airey and Adelaide hero John Boulger.

But, the Scotsman apart, there was precious little to enthuse over from his six English teammates. Captain, Nigel Boocock, rode valiantly for a total of nine points...Lancastrian Chris Pusey showed a few flashes of fire for another nine points...but that was their lot.

Arnold Haley and Eric Broadbelt, two seasoned English internationals, floundered...as did Bob Kilby who could score only three points. For Kilby, this total was ridiculous. He heads the riders on British League averages and should be a double figure man in every match. It all seemed to amount to a complete lack of application.

By contrast, the Australians showed no let-up and rode the Lions into the ground. Their victory gave them the Test 'ashes' by six matches to one. A most decisive result and one that would have been more palatable to us patriotic Diggers had it been 7-0! However, a slight slip-up in the second Test in Adelaide blotted the copybook.

JIM AIREY BACK AFTER INJURY

Highlight of the match was the return to racing of regular Australian captain, National Champion and Sydney Showground hero, Jim Airey.

Airey, the golden boy who has just as many fans in California following his scorching performances at Costa Mesa and other speedway circuits during the American international season in recent years, had been out of action for more than two months with a fractured arm.

He sustained the injury — the only break of his motorcycle racing career — while teaching children to ride mini-bikes in a Sydney suburb one Sunday afternoon. (Bring on Bruce Brown and a camera for a new switch to 'Any Sunday'!).

Airey had a special try-out a couple of days before the match, came through with flying colours and was declared fit to resume racing.

His return, however, was slightly demoralizing.

SCENE

world speedway

By Peter White



Ivan Mauger leading John Boulger in Adelaide.

In his first race he was excluded for breaking the tapes! In his second outing he had to give second best to George Hunter — quite a feat that as Airey is considered virtually unbeatable at the Sydney Showground. Then Airey got to grips with the meeting and reeled off four straight wins. He totalled 14 points which was a grand effort in the international arena after being out of action for so long.

Absolute top scorer for Australia was resident Sydney ace, John Langfield, who went through with a clean sweep and totalled a maximum 18 points. Langfield, who had been off form for some weeks, was peerless in this match.

He received able support from South Australian, John Boulger, who scored 17 points. Boulger's only defeat was by Hunter.

Best of the rest was young, Barry Van Praag, son of the most famous pre-war speedway star, Lionel Van Praag. Old Lionel, who is still alive and well and flying small aeroplanes as a hobby, is the first-ever World Champion. Barry rode at reserve for this match and kept the Australian flag flying with a solid seven points from five rides.

Englishman, Barry Thomas, rode at reserve for Britain but was next to useless because of a cut knee necessitating 15 stitches in the sixth Test in Brisbane a fortnight earlier.

Despite the score, the meeting provided some first class racing and gave the thrill-hungry patrons plenty to cheer.

OLSEN AND MAUGER STAR

In other Australian meetings, World Champion Ivan Mauger and former World Champ Ole Olsen, have been setting the tracks alight in Victoria, South Australia and Queensland. The devastating duo have been making

'open' appearances in a lightning tour embracing as many circuits as possible in as short a time as possible.

To date their score is about even. Olsen opened with a sheet of good wins but Mauger has put in a late run and claimed the cash at quite a few big meetings lately. Their clashes always produce superb speedway and fans throughout Australia have much to be thankful for this summer.

SCOTT AUTREY TO ENGLAND

It has been confirmed that American solo whiz, Scott Autrey, will race in England this year. Autrey has signed for the British League First Division team, Exeter. In so doing he becomes the third American of the current speedway era to tackle the tough British League competition.

DeWayne Keeter, that so-popular and very impressive bundle of speedway talent, was the first when he joined Leicester in 1969. Then in 1970 Steve Bast had a spell with the mighty Wembley Lions.

Autrey faces a hard season as it's far from easy going in First Division racing in Britain. However, Second Division racing is prohibitive to foreigners so young Scott hasn't much choice about which Division he tackles. A shame, because a spell in the lower sphere would do wonders while he finds his league feet. Nevertheless, the 20-year-old is a highly talented rider who should adapt comfortably and English fans are eagerly awaiting his appearance.

He is due to arrive in Britain in the second week in March so that he'll have a fortnight to settle down before Exeter's opening meeting of the 1973 season.

Said Autrey: "I think I've gone as far as I can in America and realize that if I'm to succeed in speedway I need to ride in Britain."

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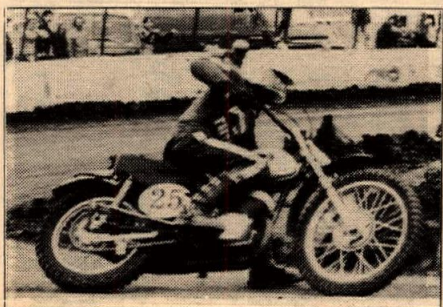
Sandak TT

by Erma Redding

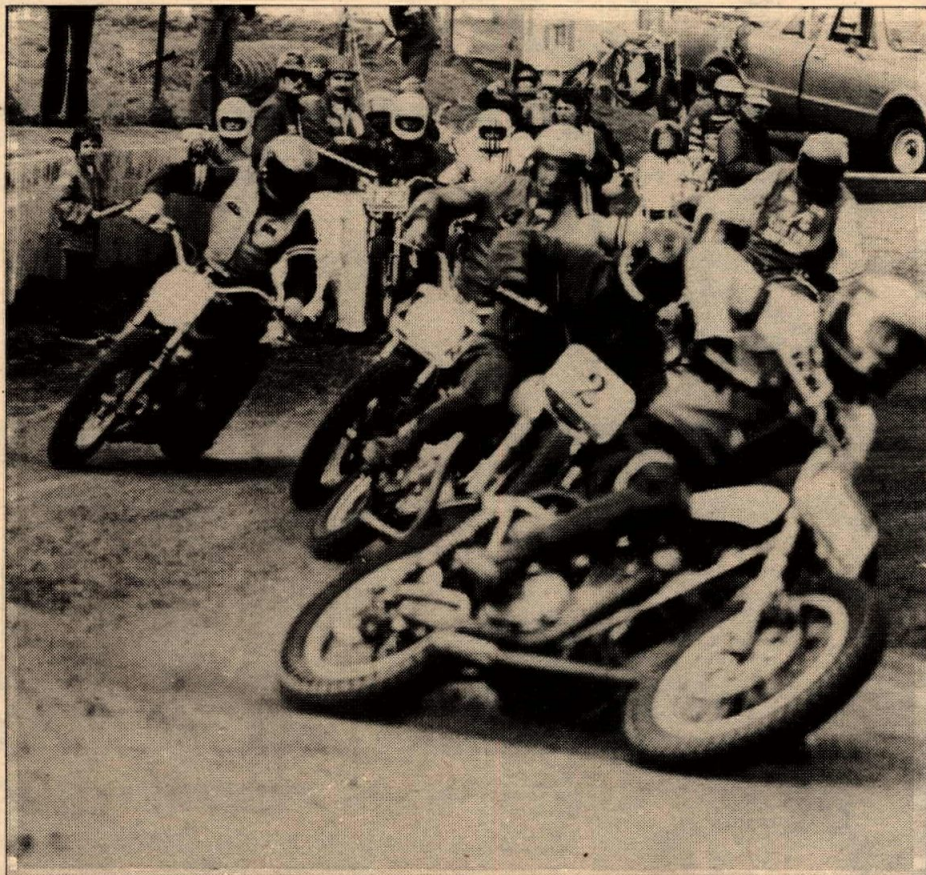
CORONA, CAL., Feb. 4, 1973 — Fourteen year old Vince Mead (Kaw) won after a quick see-saw ride against John Erickson (Kaw) in the 100 Novice Main. The 100's rode together with Expert Wayne Whisenant winning and Amateur Ricky Naymola (Yam) offering plenty of competition to take second.

The largest class of the day, 250 Novice, was headed by Jeff Clark (Bul) from Apple Valley. 250 Expert class went to Mike Meyers and the 250 Amateur win was by Doug Perrault.

The 500 Novice clocked a little swifter than usual today on this rain tacky track. Al Wighton (Mai) won. Sandy Robertson (Gre) took second by a fraction from Rory Holladay (Mai) third. Rick Milner won the 500 Experts by a sweep with John Sperry gaining every lap.



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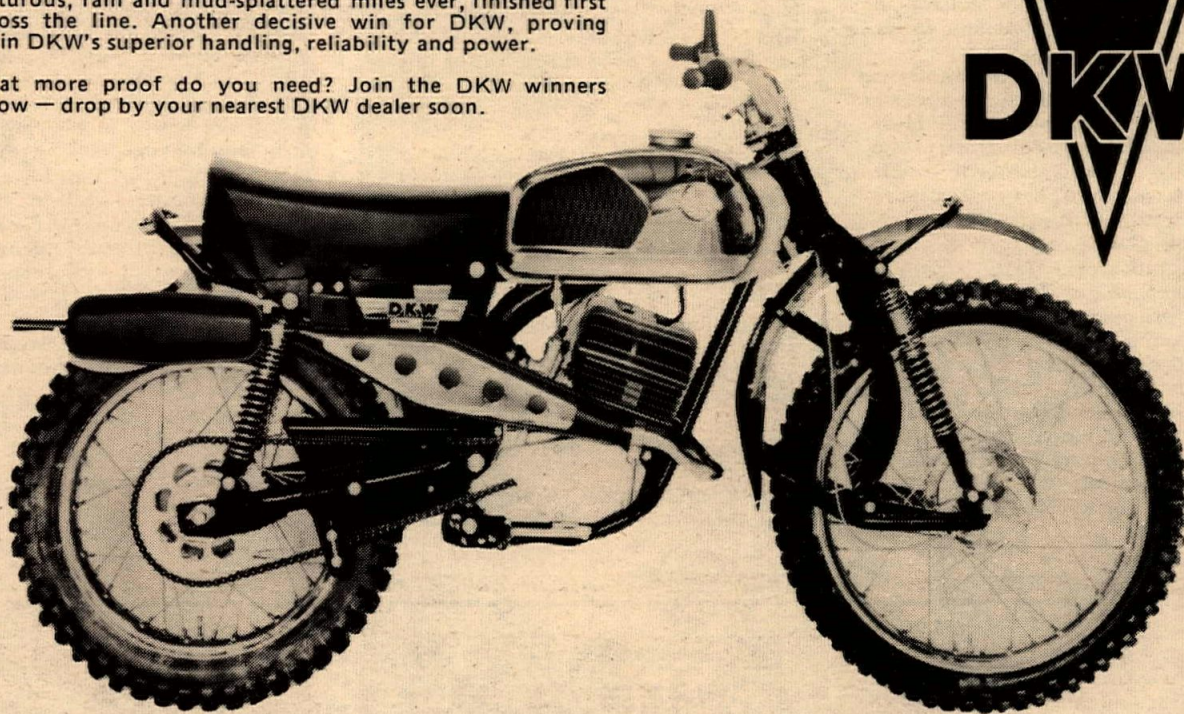
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CRC Grand Prix Scrambles

by The Shadow
VICTORVILLE, CAL., Feb. 4, 1973 — Successful was an understatement here today, as the CRC played host to its first Grand Prix Scrambles. Despite the sub-standard weather along the coast and in the Los Angeles area, almost 525 riders showed up to take part in the event.

The Le Mans start made things a little better off the starting line, breaking riders up and spreading them out. But some of the races were huge to say the least. Smallest of the six races had 44 riders (not too bad), but the largest race had 172 riders (just a might too big in anybody's language). Trouble popped up when muddy conditions and bikes without three number plates combined to give scorers fits.

First race was the 100 and 125 Beginners, with 93 on the starting line. Clyde Chillenden (Hod), took the top brass in the 100 Beginners class. In the 100 Beginners, under 16 class, Ladell Eide (Mor), took first place. Both won the big brass. Dan Pettigrew (Ric), took the 125 Beginners, and Scott Breithaupt (Yam), was a winner at 125 Beginners, under 16.

Without a doubt, race two was the whopper of all time with 172 riders breaking from the starting line in the 175, 250, and Open Beginner classes. Kenneth Klein (Kaw), was a winner at 175 Beginners; Mark Thompson took the 250 Beginners, under 16; Mike Biddlingmeier (Yam), won at 250 Beginners; and Mike Cappello (CZ), captured the Open Beginners class.

Things leveled off just a bit in race three, with the Minibikes and Powder Puffers doing battle. Some 56 riders hit the starting line, with the most interesting set-to developing between Brad Dutoit (Hon), and Mike Brown (Ind), in the 70cc Minibikes. Dutoit jumped out to a fast lead, but Brown eventually caught up. Unfortunately for Brown, mechanical problems forced him out of the race and Dutoit romped to an easy victory.

Ken DeBlasio (Yam), picked up the win in the 60cc Minibike class.

A win in the Powder Puff competition went to Madelene Almeida (Yam).

Races four and five were the hottest — speed-wise — races of the day, as every Novice and above rode in the two events. Race four found 62 competitors in the 100 and 125 hotshoe department doing battle. Dennis McLaughlin (DKW), captured the 125 Expert class; Roger W. Reed (Pen), won at 100 Novice; Marc Jones (Yam), took the 125 Novice, under 16 event; and 125 Novice victory went to Bruce Jones (Puc).

Things got hotter in race five, with 94 riders in the big-bike hotshoe divisions locking horns. Charles Wallace (Yam), took all the marbles at 175 Novice; Bill Stubbs (CZ), nabbed the 250-Open Intermediates class; Morgan Malocco (Yam), was victor at 250



The reason these riders are grinning is because this is the pre-race riders' parade, not the finish. There were some smiles at the end, though. One happy guy was Mike Hogan (Mai) who won the large 250 Novice class.

Seniors; Tom Horton (Bul), won at Open Seniors; "Maico Mike" Hogan zapped everyone at 250 Novice; and Bill Harwood (Hus), captured the Open Novice race.

Final race of the day was the smallest (only 44 riders), and most peaceful. Naturally, I can only be speaking of the Veterans classes. First of all, Bob McLaughlin (DKW), nailed down the big win at 125 Vets; R.O. Waldron (Kaw), swept to victory at 175-250 Vets; and Dick Smallwood (Hus), captured the Open Veterans class.



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David Aldana also managed to DNF with mechanicals.



Cherry Stockton upheld the distaff side and finished seven laps when the checkered flag came out.



While the big name 'shoes fell by the wayside, John and Kookie motored on for a soggy finish.



Ron Dugan (1) led for most of the Grand Prix. (Well, he did start out first, after all.) but got passed by the eventual winner, the notorious No. 7. A K & N Husky and Valerian's CZ were this close for a lot of racing. Results as soon they got sorted out. Marcia Holley took all the swell photos.

Pepsi Cola

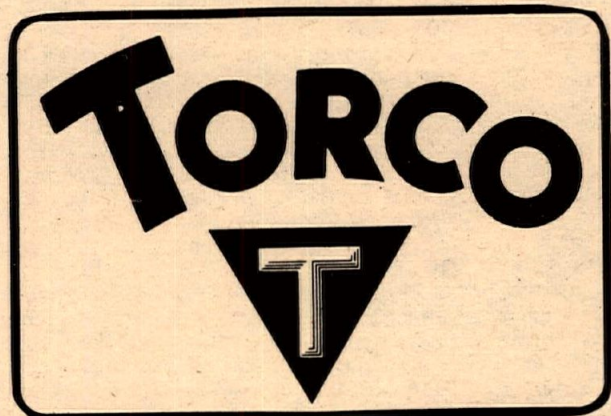
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What's Happened to Red Rock?

Bruce Howell's
Motor Sports
Reprinted from the
Antelope Valley Press

Russ Sanford is coming! Russ Sanford is coming! (If you don't know who he is, you deserve 50 lashes with a green stickie.)

For those of you who might not know, Russ Sanford is the president of MORE, (Motorcycle Owners, Riders and Enthusiasts) and is a full-time lobbyist for our interests in the state capitol.

Sanford will be in California City Thursday and Friday, Feb. 22-23, for the meetings of the California Recreational Trails Committee. (More about that further on in today's column.)

Rap Time

Since he will be in the area, it would be an excellent time for off-road and on-road enthusiasts to meet with a man who has done more for motorcycling than anybody else. Russ will be available to rap with us about pending legislation, legislation which has been passed, MORE's role in fighting unfair laws and promoting favorable ones, and generally anything which is on the minds of off-road vehicle owners.

Since Russ has one free night while he's near the Valley he will spend that evening with the enthusiasts of the Antelope Valley. The meeting will be Friday, Feb. 23 in the Antelope Valley High School cafeteria, beginning at 7 p.m. It is open to the public, and no admission charge will be made. It would be nice, however, for everyone in attendance to dig up a donation for MORE. If you don't belong to MORE, you can't possibly call yourself a concerned motorcyclist. Membership in the organization is \$1 a year, and there's no better bargain anywhere.

Now, on to Red Rock Canyon and the meeting in California City.

Thursday, Feb. 22, beginning at 7 p.m., the California Recreational Trails Committee will meet at the Holiday Inn in California City, where the members will hear testimony from the Red Rock Canyon Citizens Advisory Committee, concerning the future of Red Rock Canyon as it relates to off-road vehicles.

Make no mistake about it, the citizens committee does not represent your views, or my views. Committees composed of garden club people, Sierra Clubbers, and supposed "off-road enthusiasts" whose last jaunt was in a cut down '39 Chevy, never do.

One man, Dean Karlberg of Ridgecrest, is on the Citizens Committee to truly represent ORVs. He, along with Russ Sanford, are our best weapons in this fight. Support them. It took a lot to get Karlberg on that committee, and he is the only one on it who favors ORVs, and who has a true knowledge of the desert area. Don't let his contribution be lost.

Red Rock Canyon Classification

The whole situation involves the classification of Red Rock Canyon as either a State Park or a Recreation Area. Proponents of off-road vehicle use of the area want it classified as a Recreation Area; preservationists who

want to build a fence around it, put a lock on the gate and throw the key away, want to make it a State Park.

Thursday night is the time to make your views known. The Advisory Committee undoubtedly will ask for State Park status. If unopposed, the Trails Committee will probably recommend State Park status to the State Parks and Recreation Committee, and presto, a new State Park.

I'm not against State Parks, but Red Rock Canyon has been for years a site for ORV use, and should continue to be just that. If there are areas which need further protection, a provision can be made to establish a Natural Preserve within the Recreation Area. To a person who uses and enjoys Red Rock Canyon, a situation can easily be worked out which allows both use and preservation (the true meaning of conservation) with a Recreation Area classification.

Areas suitable for ORV use would then be available, and certain sites which could suffer damage, would be protected. Simple, right?

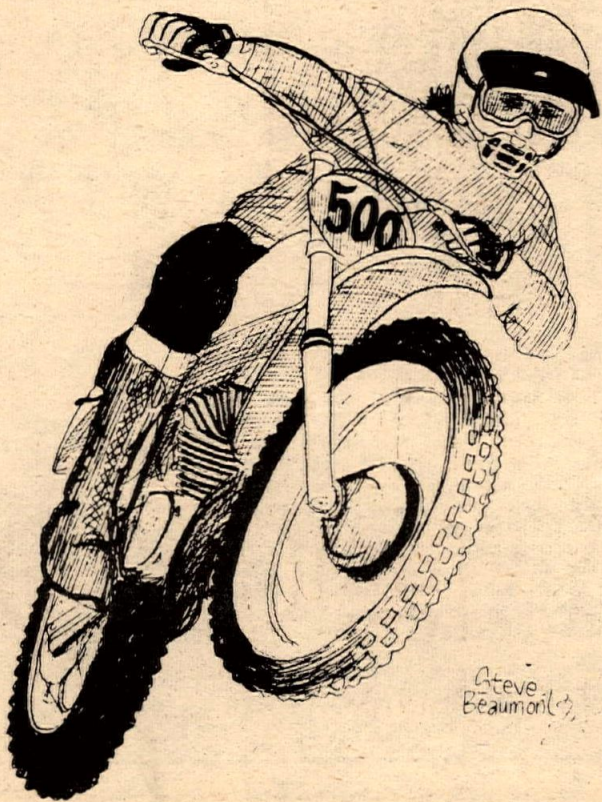
Garden Clubbers Attack

It is simple until the garden clubbers swarm down and demand that ORVs be banished to "some other area". Then, they form committees, which do not include off-road representation, pass themselves off as saviors of all which is good and proper, and indignantly pass judgement on hundreds of thousands of other people whose recreation happens to come in the form of a dirt bike, dune buggy or any other vehicle which uses areas other than the paved highways.

Once they have their State Parks, their work is done. They probably rarely "rough it" and actually take a trip into the desert itself. They go to a State Park.

Imagine the scene. The trusy garden clubber rolls into the established park, maneuvers his station wagon and trailer into space 31-J6A of the paved parking area, blocks up the trailer and hooks up the TV antenna. Then, the awning is unrolled, the lawn chairs come out (but there is no lawn, or even dirt - that was paved over long ago) and after the electrical and water hookups are made, our erstwhile nature lover takes a look around - Why, there's the trailer in space 30-J6A on the left, and the trailer in space 32-J6A on the right. Then, there's the ranger station which has pictures of what used to be here before the park was established to protect it, and about six miles down the trail he could run into some real dirt. Unfortunately the nature lover isn't about to leave his trailer and beer supply more than five paces behind, so he simply sits around and "enjoys" the weekend.

Is This What You Want To See In Red Rock Canyon? If It Isn't, Get Your Tail Up To California City Feb. 22 And Make Your Voice Heard. If You Need A Ride, Contact Me And I'll Find A Way To Get You There. There Is No Excuse For Failing To Make The Meeting.



M.O.R.E. from the Capitol

by Russ Sanford

WE'VE BEEN CHALLENGED!

That's right! The four-wheelers have challenged the two-wheelers to a desert clean-up.

Each year, the wheel-oriented outdoor recreationists conduct a giant desert clean-up campaign. Involvement of this type proves two very important points:

1. Off-road vehicle enthusiasts are conservation-oriented, and,
2. We don't mind cleaning up other people's refuse to keep our public lands beautiful.

This annual clean-up campaign is known as the "Johnny Horizon" program. In past years, a few motorcycle clubs have given assistance but the major effort has been contributed by the dune-buggy and four-wheel-drive clubs.

I'LL BE THERE

This year's "Johnny Horizon" project will be a clean-up of the Jawbone Canyon area on Saturday, March 31st. I will drive the MORE sound truck there from Sacramento and will use the public address system to coordinate the motorcyclists activities.

The MORE sound truck is a white-over-blue 1962 Dodge carryall. You will be able to spot it easily from the flag-pole and speaker poles mounted at the rear. All motorcyclists should come to the MORE truck and register because the winners of the competition between two-and four-wheelers will be on a head-count basis.

The MORE sound truck will be parked adjacent to the Jawbone Canyon

Road, about one (1) mile in from Highway 14. I will be set-up for registrations starting at 12:00 PM (noon) on Friday, January 30th. So come early, if you wish, and camp overnight with us.

CONTEST

Although this is good-natured competition, in the best of public interests, I would like to see the motorcyclists outnumber the four-wheelers about 4 to 1, or even more. But, it will never happen without your attendance. Please don't leave me sitting out in the desert with nothing but my 'red face' for company.

RULES

There really are no rules involved, other than carrying a gunnysack or plastic bag on your bike and picking up as much rubbish as you can find. The BLM has agreed to pick-up the bags at our collection point, which will be adjacent to the MORE sound truck.

You do not have to be a member of MORE to participate.

FURTHER INFORMATION

We will try to keep you posted on the progress of our efforts as they develop. We will publish a list of those clubs which are going to participate in future issues of Cycle News, if the clubs will notify me that their members will participate.

If you need further information or details, please call either Chet Sanborn (714/776-5617) or Bob Ham (213/795-1806). Or, you can reach me c/o Motorcycle Owners, Riders, & Enthusiasts, (MORE), P.O. Box 26062, Sacramento, CA 95826.

Guest Editorial

by Dale Coats

Correct me if I'm wrong: am I to believe that, literally speaking, there is no procedure to replace the entire and/or part Board of Directors of District 37? In this case, I would now suggest we, as a body of District 37, find some other way of governing ourselves, not trying to fashion our organization after our great and mighty "forefathers", who have been in this position since creation and will remain there until death do us part. This not only means they cannot be replaced on the board, but also they have the power to set policy for all the riders in District 37 and can change or amend the constitution to read any way they choose. At the present time the only way you might attempt an overthrow would be to change the constitution and to do that you need a three-fourths majority vote of the Board of Directors. I think you know what that outcome would be.

At the February 1, 1973, meeting of District 37, this was never more apparent. The subject basically was insurance, and has been since the A.M.A. chose to insure us, the riders, without asking us if, in fact, we needed it. There were representatives from A.M.A., B.L.M. and an insurance administrator, who later admitted that he had not come prepared to answer questions that were being presented to him. What the hell did he come for then? To lay a "snow" job on some poor ignorant, misinformed motorcyclists who should not be able to distinguish right from wrong anyway? Unfortunately for him, he did not have the composure to withstand the questions of one person, lost his temper and accomplished nothing.

Russ March, as P.R. man for the A.M.A., is indeed a fine speaker; composed, prepared, polished and a true

representative of the A.M.A. To bear this out he, for hour after hour, succeeded in evading the direct question and continued to pat the A.M.A., himself and the district Board of Directors on the back, thanking himself for putting up with us, who pay his salary, and begging the members of the press to please not let the public know we're having problems.

It is my opinion, the more this is out in the open the more help we can expect from motorcycle enthusiasts across the state and nation. It is just possible that most people who are enthusiasts are not aware of what is happening to their desert and riding areas.

There are basically 3 points in this article I would like to make as clear as possible.

1. I do not appreciate mandatory insurance.

2. I would like to make this money that goes for insurance available to A.M.A. for legislation in favor of saving our riding places, providing they will inform us of the financial outlay.

3. The last point is going to sound like a threat, but is my true feeling in this matter. I would like to know, absolutely, whether or not we are going to be subjected to this self-styled, dictatorship by A.M.A. and the Board of Directors of District 37, or are we going to exercise our freedom of choice to form, join or create a new and better organization, if the previous requests are not met, with time being of the essence.

It is tremendously difficult to convey the feelings of the representatives of the district clubs back to the individual members in said clubs, so I must encourage everyone who is able to attend the next district meeting to see a real "dictatorship" in action. May God help us - we'll need it.

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by J. G. Krol

Well, I tried again, but not with much better luck than on previous attempts. You'd think that with the hundreds of government agencies involved, with the tens of millions of tax dollars spent annually to "fight" forest fires; with the extensive propaganda programs designed to create in the public mind a perfectly identity between forest fire and evil (Including the Smokey Bear program that the Office of Emergency Planning enthusiastically described in its report to Congress as having "marked impact particularly with children and through the children to the parents" — Chairman Mao, are you taking notes?), you'd think that with all this government activity nothing would be easier than getting honest answers to some basic questions:

1) What good is accomplished by the several million dollars per year that motorcyclists are forced to spend on spark arresters?

2) How many fires are prevented, and what proportion of the total does this represent?

3) How many acres aren't burned because of motorcycle spark arresters, and what does this mean in terms of dollar losses and the ecological balance of nature?

But the legions of federal, state, county and local functionaries seem far more interested in enforcing spark arrester laws, violation of which carries a whopping fine, than in considering what good, if any, these laws actually do.

According to federal data, well over half of all forest fires in the Rocky Mountain and Pacific Coast states are caused by lightning. In the Southeast, about one-third of all forest fires are due to what the Feds choose to call "incendiarism". Sounds terrible, doesn't it? All those pyromaniacs running around starting fires. Awful.

Of course, when the Feds themselves decide to start fires they don't call it by that name. They call it "prescribed burning" and say, as the Department of Agriculture does, that the concept is sanctified by "laboratory programs" which include "highly technical, theoretical and scale model research concerned with the study of fire itself". Highly technical? Whatever that phrase means, your tax dollars paid for it, so enjoy, enjoy.

The plain fact is that Southerners were regularly burning out accumulated forest debris long before there was a Bureau of Land Management or a U.S. Forest Service, a useful trick they learned from the Indians who did it for thousands of years before there was even a Big Brother. It works.

That's why the Feds are slowly beginning to talk about "prescribed burning", an ancient practice endowed with a clumsy bureaucratic neologism. The only point in conflict is whether the decisions where and when to burn shall be made by the people who have worked the land and have lived on it for generations, or by federal appointees.

All brush and timber will burn, sooner or later, and later is by no means always better. When burns are regular, they are small, doing little more than clearing out the dead wood. But when fires are "prevented" for long periods, i.e., delayed beyond the normal schedule set by nature, so much vegetation accumulates that the eventual fires is much fiercer — bad enough to kill plants that, through adaptation, would merely lose their leaves under the normal way of nature.

So when money-hungry bureaucrats demand taxes and laws to delay the inevitable, it's up to them to prove the advantage of this costly policy. How do they do it?

The number one argument seems to be the economic value of merchantable timber, which needs to be protected as a national resource. Plausible enough, but what does that have to do with the Southern California mountains which have negligible merchantable timber, or the Southern California deserts which have none?

This region is distinguished as much by its lack of merchantable timber as by its profusion of dirt bikes, and it was one of the first to be hit by punitive, vigorously enforced spark arrester laws. In fact, one Department of Agriculture publication goes so far as to state that the "fire problem is relatively light on large areas of desert and open range", such as constitute most of the popular Southern California dirt riding area.

Isn't it just a bit odd that the first heavy blows should be struck against motorcyclists in the very region where, according to the Feds' own argument, such impositions make the least sense?

Other rational arguments favoring spark arresters turn out to be similarly doubtful. Southern California's highest fire risk comes at the end of the dry season, just before the annual monsoons, and when a fire does occur on hillsides, it is inevitably followed by serious erosion and mudslides. But the nearby National Forests need fear no

where motorcycles are still allowed to operate during the fire season.

Some of the arguments are decidedly circular. For example, if you compute the loss due to fire as a ratio of the expense of prevention and control divided by the number of fires, and take a high value of this ratio to indicate a need for further expenditures on prevention and control, the inherent logic of your accounting leads you to expand your funding towards infinity.

Again, protecting supposedly valuable timber is supposed to be a

In Defense of Freedom

cycle-caused conflagrations during this high-risk season — spark arresters or no — for the brutally simple reason that these mountainous regions are completely closed to public use during this period...which seems to get longer and longer each year.

Thus, the months during which spark arresters could be expected to have their greatest benefit are the very months during which motorcycles are prohibited from using the "public" Forests. And the erosion argument does not apply to the few flat desert regions

principal aim of government, yet according to one government report, the chief fire hazard in timber forests is the "immense quantities of logging slash". Why should motorcyclists be burdened to protect the immediate economic interests of loggers, when the loggers themselves create the main hazards?

Furthermore, in another example of circularity, loggers who own stands of timber that really are economically valuable provide their own fire protection. Sharp-penciled accountants will allow up to 99¢ fire fighting costs

for timber that is worth a dollar, for that leaves a penny profit, but they will certainly not spend \$1.01 protecting timber worth only \$1.00, for that means an overall loss. Yet the latter situation seems to be the only explanation for the incessant clamor for funds by professional federal fire fighters. If the timber "resources" really are so valuable, why not give motorcyclists free spark arresters, paid for out of logging-lease revenues?

Ultimately, the justification for forcing cyclists to buy spark arresters falls back on thoroughly irrational arguments. Quote from the report by Farris Bryant, Director of the Office of Emergency Planning: "It can be said that as long as a single fire occurs, there is room for improvement in prevention". Recalling that more than half the Western fires are started by lightning, does this mean we should develop spark arresters in three sizes, for small, medium and large cumulo-nimbus thunderheads?

And if this argument is logical, what about the following: As long as a single woman dies in childbirth, there is room for improvement in the prevention of coitus. As long as a single person dies in his bathtub, there is room for improvement in the prevention of bath. The absurdity of such "reasoning" is good evidence that motorcyclists are being pointlessly ripped-off for spark arresters.

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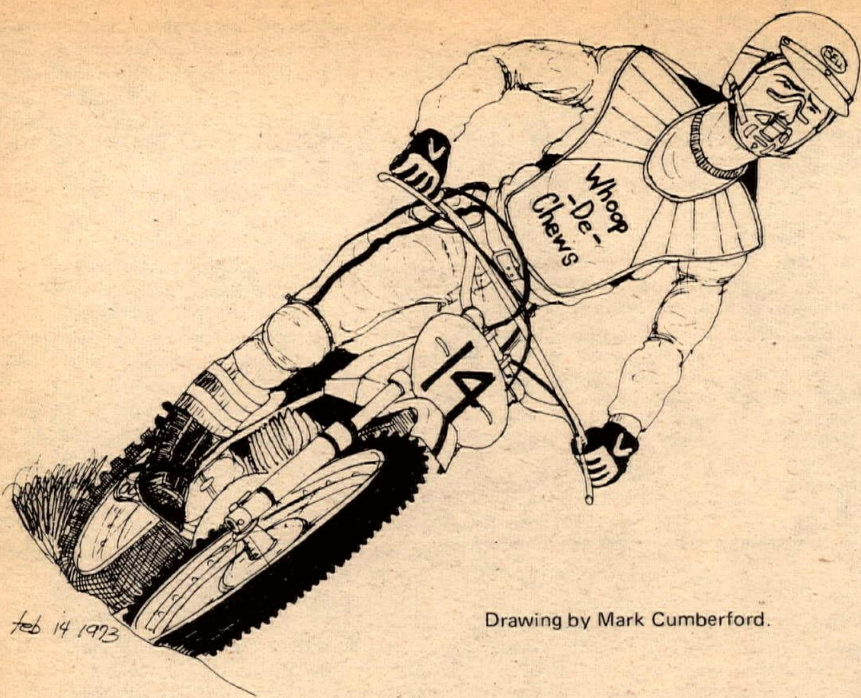


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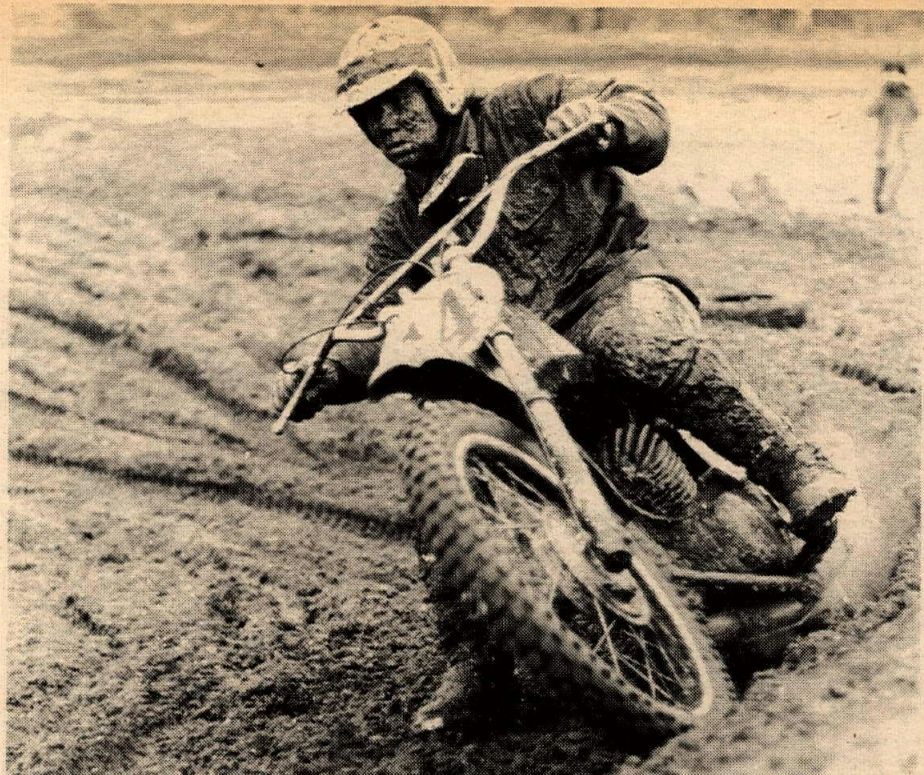
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Drawing by Mark Cumberland.

Tripes in the Mud



Smooth, rapid consistency paid off again for young Martin Tripes, soon to be off to the GP wars in Europe.



Twenty-seven Experts try for traction in the Florida slop.

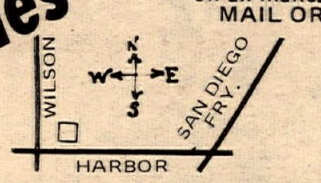


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by Jim Gianatsis

Photos by Charles Morey and Gianatsis
ST. PETERSBURG, FLA., Feb. 18, 1973 — Pierre Karsmakers kicked the Yamaha down into first gear as the starter turned the one minute signal sideways, signifying the starting gate rubber would snap anytime. The band released and even though Pierre's reaction to it was fast, he had positioned himself poorly on the outside line.

A dozen other riders popped their clutch levers open sooner to transmit horsepower to the soggy Florida sand and beat the Dutchman into turn one.

OPEN EXPERT

Just as at Jacksonville, the three lime green Team Kawasakis of Brad Lackey, John DeSoto and Jim Weinert got the jump shot and quickly took to the lead. Jim turned the wick up on the 450 and in no time at all had blasted past both

teammates to pull away with a good lead.

Both Brad and John began to lose pace when they lost sight of Jim and started dropping back. Tim Hart was working hard and moved into second on the 360 Yamaha. Teammate Pierre was now just behind him after having worked his way quickly through the pack.

On the fourth lap, Pierre Karsmakers' bike sputtered to a halt at the side of the track. As at Orlando the Yamaha's air box had acted like a funnel sucking in water and bringing the engine to a halt. Pierre swung his leg over the tank and let the bike drop to the ground. He walked back to the pits in disgust.

St. Petersburg was the fourth of the Florida Winter-AMA Series and saw realization and reality continue. Pierre Karsmakers is certainly faster than any American at this time. He proved it by



Karsmakers won two motos but his Yamaha had too much moisture in the motor the first time and dropped him back to eighth.

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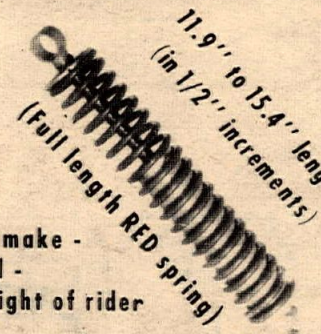
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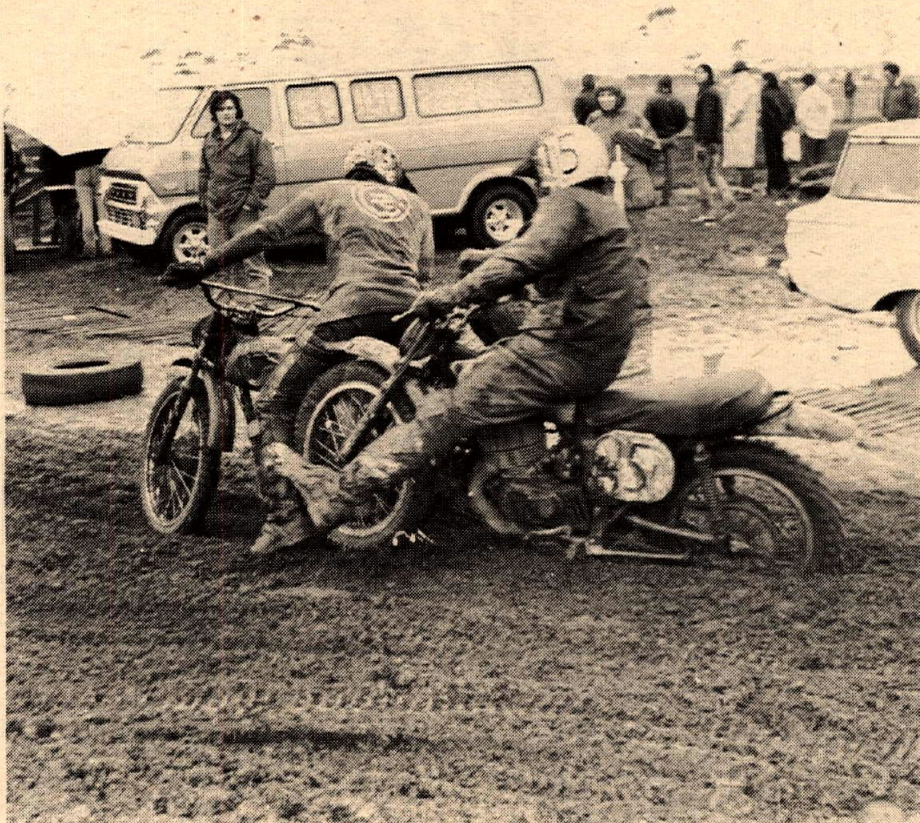


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Draw Straws for the Purse?



Bump, quish, splat.

coming back to win the second and third motos but, with the AMA scoring system, could only get eighth overall.

Something like five days' of rain had the sunshine motocross track looking like a swamp. Being situated close to the Gulf of Mexico, the high water table in the ground didn't help matter any.

Practice was delayed almost two hours as tractors tried to fill in with sand the underwater sections on the track. Promoter Bill West, after looking at the small crowd and wet track, told AMA referee Freddie Ephrem he really didn't care if the riders raced or not. He said he was willing to let the riders draw straws for the \$2,400 purse.

With Pierre out of the action with a drowned bike, the first moto began to take on a different complexion. Marty Tripes had the factory CZ taking over where Pierre left off. He had come up through the pack, passing Tim Hart for second and then setting off after Jim Weinert.

Two laps later, Tim was forced to retire with a broken rear hub on the Yamaha. This put Sonny DeFeo (Mai) into third followed by Brad Lackey and Barry Higgins. Marty continued to close in on the speeding Weinert as they entered the final lap, with the rest of the field a quarter-mile behind. Marty got on the pegs, in his usual standup style, and when they hit a rough straight which found Jim bucking the Kawasaki, Marty passed him to take the first moto win.

Round Two for the Experts was the neatest race of the rain-drenched day as Tim Hart jumped to a quick start followed closely by Brad Lackey. Brad was riding close behind Tim and passed him on the second lap on the flat grassy section but Tim got Brad back on the next go around.

Brad hung onto Tim for two laps then the Kawasaki threw its chain. Brad was forced to call it quits. Barry Higgins was putting on his best ride yet as he

fought over the vacant second place spot with Jim Weinert. He got in front of Jim twice but then tired out and dropped back, just motoring around for the remainder of the moto.

All the time this had been going on, Pierre Karsmakers had been working his way up through the field because of another poor start. The battle with Barry Higgins left Jimmy still running hot and he caught up with Tim and began banging fenders with him for first place.

They kept it up for two laps before Tim's Yamaha got a case of the wets and quit on him. Pierre was now in second and steadily closing on Jim. Pierre's mechanic had wrapped enough plastic sheeting and duct tape around the air box, carburetor and engine to keep his Yamaha dry and running.

As the starter unfurled the white flag to signal the start of the final lap for Jim, Pierre flew by him to take over the lead and build up a twenty-five yard lead to the checkered flag. Barry was third with Tripes fourth and DeFeo again doing surprisingly well in fifth.

Brad Lackey got his Kawasaki another good start in the third moto but this time Pierre had also done well and was in second. Before the first lap was completed, Pierre was in the lead and he stayed there for the remainder of the twenty-minute moto. Brad ended up dropping back as Marty moved into second followed by Jim Weinert, then Sonny DeFeo.

By riding smoothly and consistently, Marty Tripes was able to motor his factory CZ through the slop at St. Petersburg and take the overall as he had at Orlando. When Lackey was running, Jim Weinert was able to outrun his Kawasaki teammate and ended up second overall.

Both Sonny DeFeo and Barry Higgins liked the mud and finished third and fourth respectively, their best



When all about him, MXers were losing their grip and their spark, Jim Weinert kept his to finish second.

finishes in the series so far.

250 NOVICE

St. Petersburg saw an extremely small turnout of riders, mostly due to the weather but, in the Novice class, the AMA's indecision on qualifying procedures must have also been a factor.

While there were only 27 Experts, down by about ten from the average, there were only 87 Novice riders, down from 167 last week at Tallahassee. Two ten-minute qualifying motos were run along with a consolation race, putting thirty riders into the two fifteen-minute feature motos.

Californian John Dallaire won the first feature moto on his Maico, followed closely by Jerry Williams (Hus) of Florida, who won his qualifying moto quite easily.

In third was Don Goss, down from Minnesota and following the entire series. Don's bike is a 175 Bombardier imported by Can-Am. There are a lot of 250 riders who can't stay anywhere near Don and his speedy 175.

The second feature moto was won by Greg Thornton (Bul) from Georgia, but Jerry Williams picked up another second to net the overall Novice win. Second overall went to John Dallaire.

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John Dallaire (Mai) triumphed over adversity, qualifying motos and mud to bag the 250 class.

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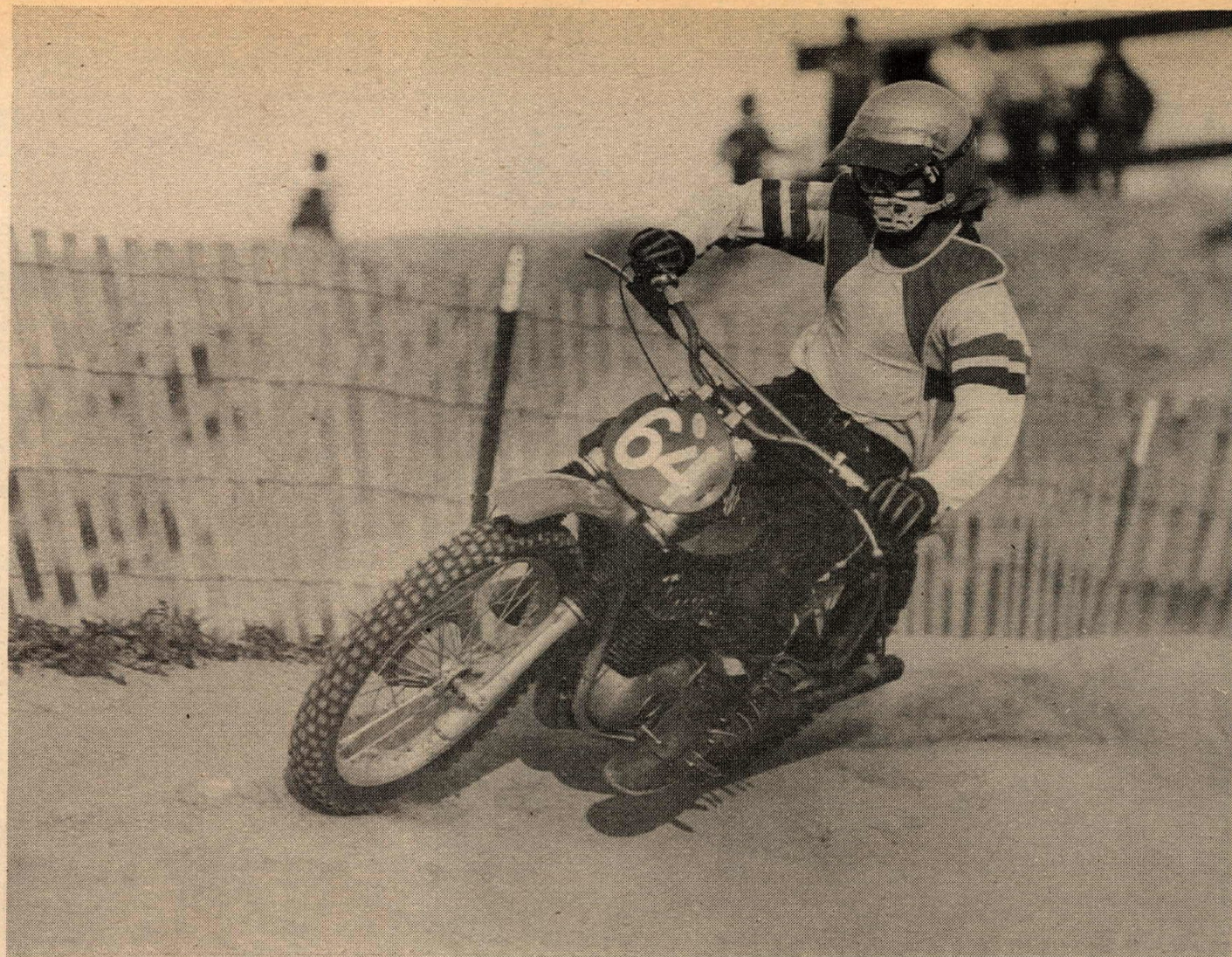
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250 Expert winner Rich Eierstedt does what comes naturally — but with practice.

FORTY-TWO OF THEM!

by Buzz Baty/Creative Images

IRVINE, CAL., Feb. 18, 1973 — It was a "Who's Who" of CMC motocross in today's double round of 250 Expert action. If they weren't racing in Florida, then they musta been here — all 42 of them.

With Experts split into two qualifying heats, the top ten from each headed for the winner-take-all final. It shaped up to be American Motocross-sponsored Rich Eierstedt and Gaylon Mosier, both on Maicos, winning the first heat and awaiting the final. In the second goes, Bryar Holcomb (Bul) and Glen Lund (Hus) pulled off the wins.

As the sun began to nestle behind a nearby hill, the Expert final got underway and immediately Rich Eierstedt powered to the point with Husky's Billy Clements behind. Mosier began being badgered by Terry Clark, (Hus) but that ebbed as the race reached its late moments. Holcomb, who changed the rings in his Bul between the first and second transfer heat, heard 'em let go early in the final but still clung on for fifth — a very fine ride.

Randy Myers (Bul) finished sixth and moved into second place in the CMC Season Point Standings, just three shy of current leader Terry Trachy.

The 500 class got topped by CZ'er Pete Maly, who got dumped to eighth behind Joe Johnston (Hus) in the 250, Maly put on an excellent ride in winning the first encounter and coasting home fifth in the final. It was one of those "Who can be more consistent?" races and Pete did it best.

Bill Clements, who won the second round, bent his shift lever at the top of the start hill in the first round and lost two laps bending it back into position. He took second overall. Dave Smith (CZ), who rode two classes as usual, banged out a pair of fourths, that equaled third overall. The story was similar for fourth through sixth.

Doug Sherman (CZ) took a solid second behind Maly in round one but slipped all the way back to eleventh in the next.

Rex Staten (Mai) changed the rings and piston the night before and rode practice but failed to tighten the bolts enough after it had warmed up. Results: the cylinder slid loose and all compression disappeared. A thirteenth and second added up to fifth.

Then we come to the 125 Expert. You don't know how close Charlie Bower came to not winning today but that seems to be the story with Charlie nearly every weekend...and he still wins.

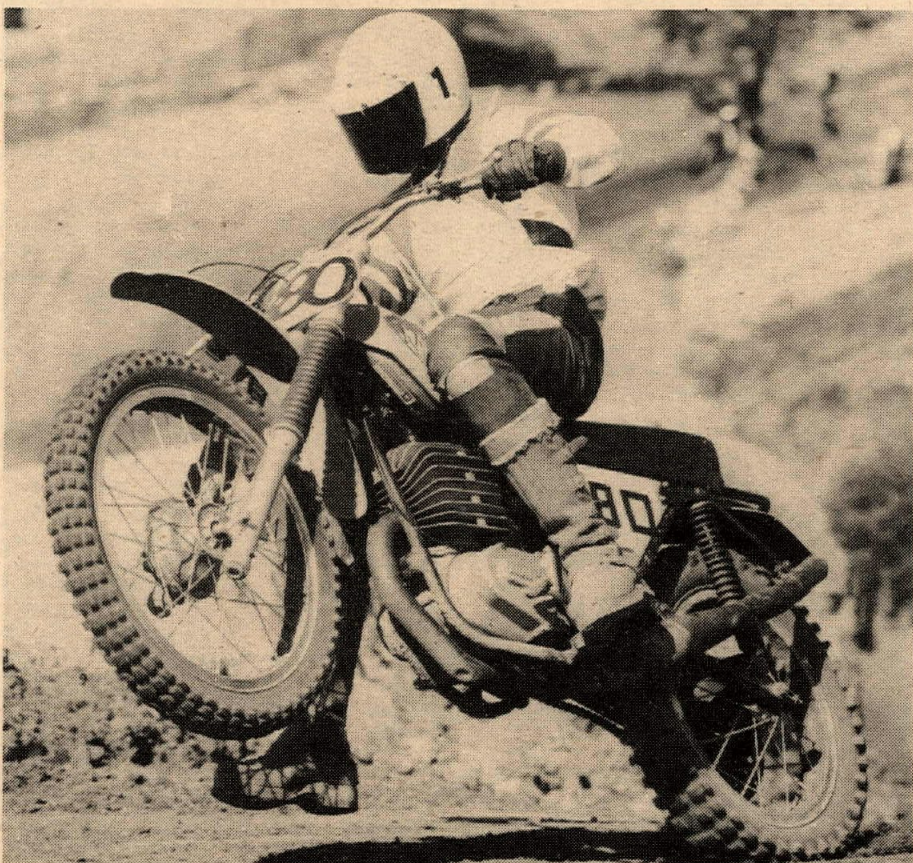
Today, he failed to win either moto and still pulled it out.

The hot racing continued into the Intermediate ranks where nobody could pull off anything near a sweep...but all are becoming regular winners, though.

Jim Domann (Mnk) headed Ralph Peterson (Pen) into the winner's circle

after the 125 rounds were completed, edging him by one position each race. The two divisions of 250s were topped by Mike Yorba (Bul) and Ron Bandy (CZ). Paul McGill (CZ) took the 500.

It is also rather rare when the Jrs. fail to produce a clean sweep artist, but today that was also in effect.



Rex Staten in a hurry.

A.C.E. Indoor

CLOVERDALE, B.C., Feb. 10, 1973 — 71 riders and a near-capacity crowd came out and watched the wildest and roughest racing yet at the indoor races. Some of the action was on the track and some of it in the grandstands. Some of the spectators started deciding amongst themselves who was going to win, and it finally got to the point where it looked like a wild west saloon brawl. It was some time before order was restored, but the racing carried right on through the whole incident.

In the 250 Semi two riders collided and a third rider, in an attempt to miss the two, slammed into the crash wall, tearing out a 20 foot section of fence.

Bernadette Hendrix continued her

winning ways taking both the Powder Puff Trophy Dash and the Main.

The Duel continues in the 125 class between Howard Garbe (Yam) and Jon McCaffery (Suz). McCaffery lead for half of the 12 lap main with Garbe finally slipping under him in a corner to go onto the win.

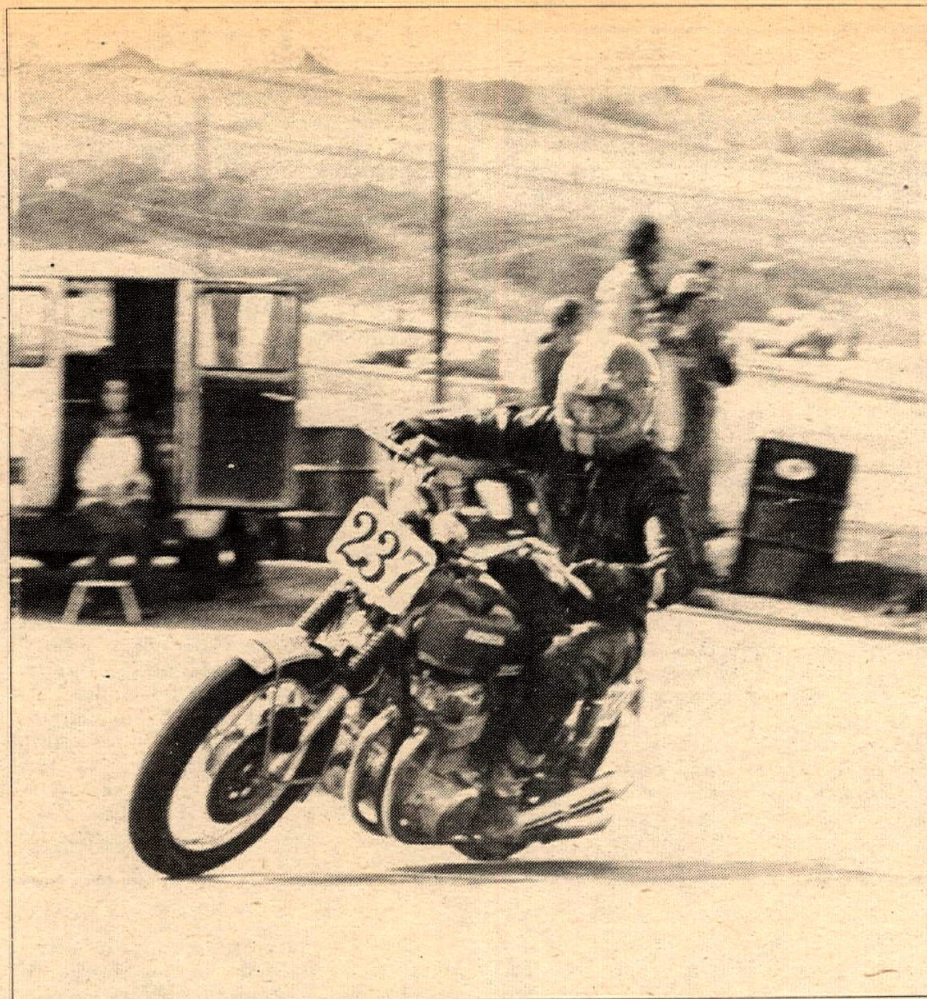
The 250 Main event, which is usually the climax of the evening, seemed like a let-down after all the action in the grandstands. But as usual this class proved why people keep coming back. Randy Skiver on the new Clarke Simpkins Honda made no mistakes as he powered off the line to take a lead that was never challenged to win the Main. Skiver also won the 250 Trophy Dash.

Photos by Tom Culp and Art Friedman
CARLSBAD, CAL., Feb. 18, 1973 — The decent weather seemed to make up for the ACA's lack of medical insurance, and today's road race brought a good turnout of riders to Carlsbad. It also brought out a bunch of butterflies, little black ones that looked like pieces being thrown off of the motorcycle in front of you as you sped down the straight. The little critters made pretty smears on your face and shield, too.

Rance Bruce dodged the butterflies as he went wobbling around on his Anza Cycles Kawasaki 900 to victory in the Open Production and Junior GP events. In both events he was followed, though not too closely, by Gerhard Klemm who has forsakes his Norton for a Honda 750. Klemm was the only riders to keep Rance in sight. The 500 Production class was property of Mark Goslee (Kaw).

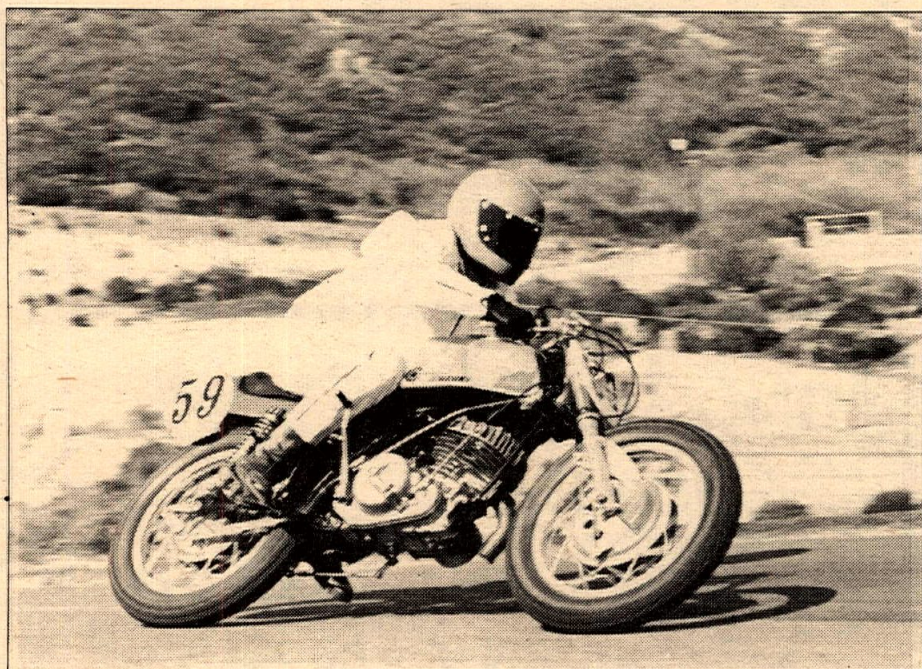
The other two classes in the heavyweight Junior GP event fell to Dale McCreary (Yam) who nailed the 350 class down and beat the winner of the 500 class, C. Campbell who was riding a 400 Suzuki motocrosser in a special frame. The Suzuki's speed wasn't increased at all by the loss of its expansion chamber. McCreary was also second in 350 Production.

The 250 Production class was the closest of the day as Ken Gill and Larry Koop, both on Suzukis, fought to the flag. Koop even had to stop showing off to take the win. He had the lead initially, but some of his antics were all that Gill needed to get by. Koop then



Gerhard Klemm switched to Honda and came in second twice.

ACA CARLSBAD: Butterflies Are Free

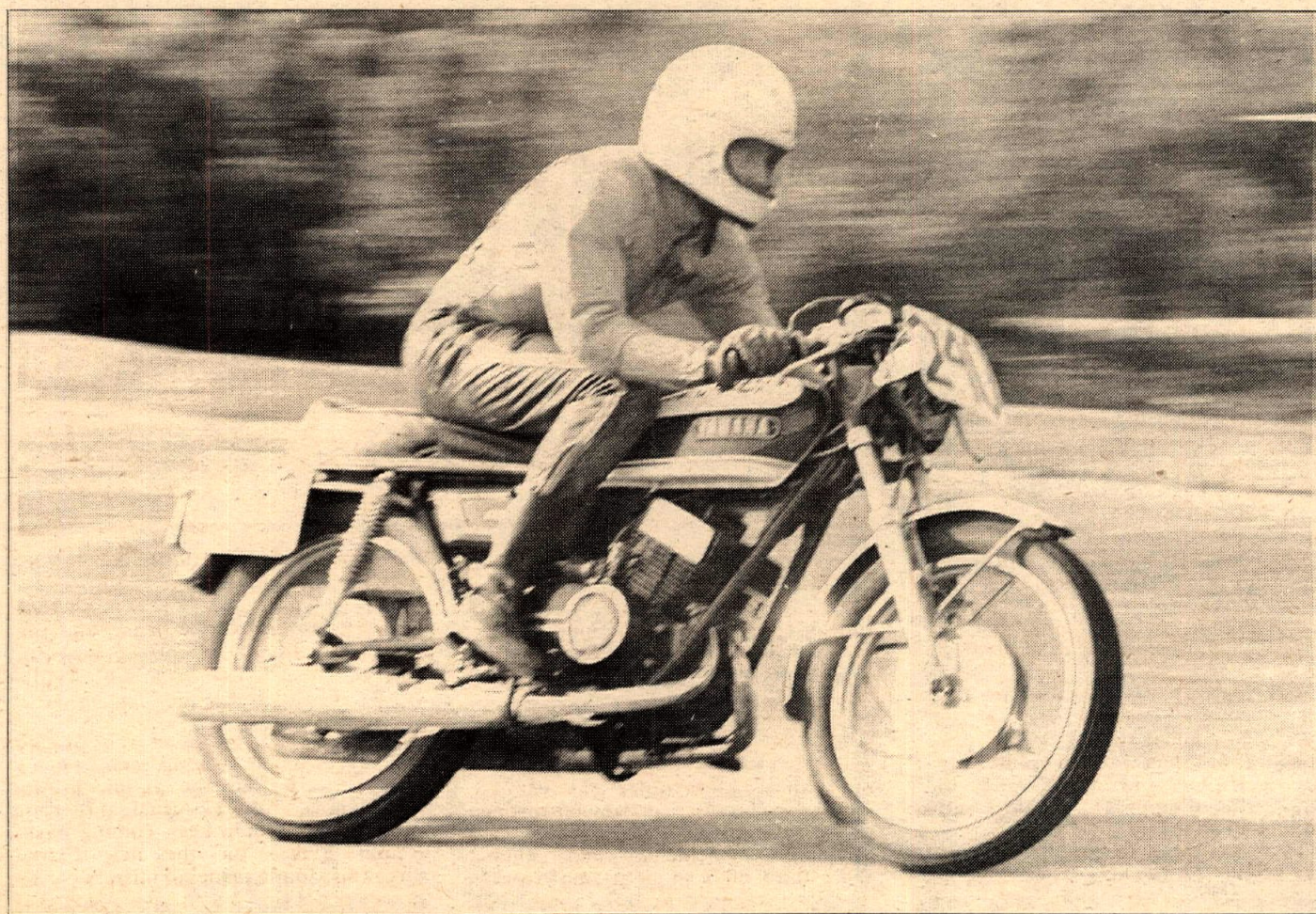


C. Campbell's bizarre Suzuki lost its expansion chamber, but he still took the 500 Junior GP class.

had to play number two (We try harder) for several laps until he regained the lead. Dale McCreary (Yam) won two more classes with the 200 Production and Junior wins and may be leading the ACA points contest. Mike Baeder (Yam) was 125 winner in both the Production and Junior GP events. The 100 Production class was split between the brothers Ruminer (Yam), Dennis first and Ken second. The Junior GP 100's followed J. Vialovas. (Yam).

The Heavyweight Senior event saw a succession of leaders before Mike Clarke emerged victorious on a new water cooled Yamaha 350. Whitney Blakeslee (Kaw) fell victim to a broken clip-on in mid-race but held on to win the 250 class on his Bighorn single to give Anza another victory. John Green brought out a Kawasaki 750 H2-R to win the Open class.

In the smaller Senior classes the Anza Kawasakis of Terry Stanart (100) and Bob Irving (175) went around nose-to-tail behind the rapidly disappearing Yamaha 200 of Rudy Reynosa. All three won their classes.



Dale McCreary and his Yamahas captured about four classes and probably the ACA points lead.

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V.O.T.E. Trials

by Joe Kiggins
MOORPARK, CAL., Feb. 11, 1973 — One of the slickest observed trials in the American Trials Association history was staged at Muntz Park today. It was not only slick, it was wet, gooey and thick as well.

The day before the trial it became obvious that due to the incessant rain and condition of the trials it would be impossible to get observers to the sections in the back country.

Without a second thought to postponement, the riders of Valley Observed Trials Enthusiasts led by that indefatigable mailman, Bob Rubottom who really digs that "flood, mud or dark of night" stuff, set up new sections in the front of the park near the washed out motocross track.

Novices, Amateurs and Experts rode the same sections with very interesting results. The winning Amateur, riding what proved to be his last ride in that class, tied with the third place Expert on points. The leaders in the Novice class moved well into contention with the Amateurs, though keeping a respectable point spread.

On a loop where the slightest off-camber would net a rider as much distance sideways as he could make straight-on, only seventeen points were

Arrowhead Trials at Arroyo

by Christopher Ostlind
DEVORE, CAL., Feb. 4, 1973 — A brand new group of enthusiasts called the Arrowhead Trials Club have just held their first event and by all indications they will join the already established clubs in presenting quality trials events in the Southern California area.

Their idea of setting out the Master sections and giving them names like Dirty Draw, Saigon Gulch, King Arroyo, and Master Breaker is not a new one, but it hasn't been used for quite some time. It adds a real flavor to the event when a rider can refer to a particular section by its name instead of some number. In fact as the trial was in progress you could hear a few of riders asking one another, "How'd you do on that \$%&†* Dirty Draw?" and this is

dropped by the winning Expert, Bernie Schreiber, the Bultaco mounted whiz kid from La Crescenta. In second place, on his first ride as an Expert was Montesa rider, Mike Griffiths with thirty one points. Dropping only one mark to Mike for thirty two points was third place Elmer Norman on an Ossa.

The Amateurs were shown how by Bultaco riding Guy VanGassbeek who lost only thirty two marks. He was followed by Mike Hansen and Jerry Wiencek with thirty seven and forty four points respectively.

The winning Novice, very capably campaigning a Cotton was Scott Parker with fifty six marks dropped. He had thirteen cleans. Second place went to Paul Mellucci with a twin score of 56 but with 11 cleans. Down only one mark was third place Dennis McIntosh with a 57 point total.

The kids class was won by Marc Prince with Bryan Fraser and Lynn Flostrom a close second and third.

Led by Kevin Walker, who elected to serve as guide and observer so that the Master class could use the back country sections, the Masters took off in what turned out to be a four hour first loop.

Though barely recognizable at the finish they were all smiling — an outstanding trial. The winning Master

the kind of thing that makes trials the sort of sport that it is. There is a real relationship between the riders and the problems that they must contend with during the course of a trial.

One example of rapport that the guys have with each other was demonstrated by Bernie Schreiber, a consistently high finishing Expert who rode with the Masters today. Bernie was negotiating a very difficult off-camber section called Slide Hill when he went flying off of his Bultaco just as he exited the trap. His machine went flip-flopping down the steep incline and Bernie ended up deep in the branches of a tree. Almost every observing Master immediately went to his aid so that he could extricate himself with the least amount of hassle. The funny part of the

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On Wednesday, February 14, 1973 some 80 motorcycle dealers from Inyo, Orange, San Bernardino and Riverside counties met in Santa Ana, California. The meeting, hosted by Marvin Lee and Malcolm Smith, representing the dealers of these counties on the California Motorcycle Industry Council's Board of Directors, was to exchange information and views among motorcycle dealers.

Speakers included Mr. John Maynard of John Maynard Insurance and Mr. Ray Prince of Eldorado Insurance plus Mr. Tom Heininger of Webco, President of the Motorcycle Industry Council.

During discussion on land closures, Skip Fordyce of Riverside volunteered himself as a committee of one to raise \$25,000 for a legal fund to combat the "written permission laws" in California, and then raised over \$9,000 in pledges on the spot! Involvement, as displayed at this gathering is what it will take to

was the sensational Lane Leavitt riding a Bultaco. Lane dropped only 30 points. In second place with 38 points, also Bultaco mounted, was A.T.A. number one Rich Bledsoe. With 48 points in third place was Marlin Whaley the Montesa mounted magician and current State Champ from Santee, California.

Mark Eggar, current number two

save the motorcycle sport — well done!

These "written permission laws" are unconstitutional and have been found so by the courts — three times in Orange County alone. Yet the ordinance, illegal as it is, has had continued enforcement. We, and all motorcyclists must fight these and other bad laws to retain our rights. When abuse of law comes through enforcement agencies, the only remedy or recourse is through the courts. This costs money, and adding insult to injury, the other side spends your tax money to oppose you.

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Master, fell early in the first loop. He returned unassisted to the pits from which he was taken to the hospital. It was discovered that he had broken his arm. Mark was to have ridden next month in the Spanish Round of the International Championship. He will not ride but he will go to Barcelona to assist his fellow riders. A great sportsman.

As for the results of the Master and Expert riders combined, the end result reveals that super rider Mark Eggar (now on a brand new Ossa MAR) turned his four loops with a total score of 20. Mark has a phenomenal ability to pick what seems to be the most difficult and hairy line through any section and then slam his way over the obstacles without losing his balance or any points. This is not to say that Mark can not finesse the less difficult areas but that he rides in a very aggressive manner that gets him through many situations that lesser skilled riders would stall on.

The Arrowhead Club has definitely made an excellent start towards holding competitive trials and so we all look forward to their next effort with much enthusiasm.

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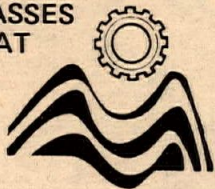
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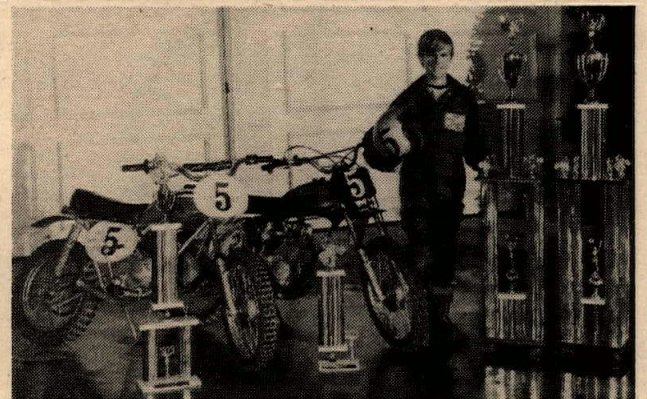
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It looked like a classics rallye. This 500 Velocette actually finished the first loop, spraying oil out of every conceivable crack and orifice in engine and frame. It appeared you just dip it in a big tank and let the oil seep into the engine.



A funny place to take a sunbath, but maybe he was ahead of schedule. About 20 miles out on the first loop. Could this be the end?

by Larry Langley
(with a few comments by the Editors)
BARSTOW, CAL., Feb. 18, 1973 — The SRA prayed to the rain gods for relief and sure enough, we had magnificent weather all weekend. Last year the Calico drew 2,200 riders and about that many this year makes the Calico the largest enduro in the country in two years running.

The SRA laid out two loops of about 40 miles and 25 miles. Women and minis rode the first loop and had an option for the second. The first loop was interesting for most. (And it might have been a little rough for a few.) The terrain included a couple of downhill,

some rock gardens (Which gave a few people fits and me big eyes.), and after the first 100 numbers there were lots of whoop-de-dooos. Some riders had some trouble but there wasn't anything unrideable.

Due to all the rain, the desert was green with fresh grass and the wildflowers were blooming. Read nice. Even the Joshua trees were greener. Some sections were so lush that I felt as if I was riding in someone's garden by mistake. (There's some beautiful stretches with snow-capped peaks as a background.)

The deep sandwashes on the first loop were fun to ride (for Larry on his



CALICO GHOST RUN

There were some nifty downhill. Just ask the guy who stuffed it into the sand at the bottom. Look, if that little girl on the step-through Honda can make it, so can you.

Never Did See Any Ghosts

John Huetter Photos

Honda)* as the sun was still moist underneath providing good traction. I would have enjoyed it more but I broke my handlebars and it became a full-time job hanging on. Back in the pits, I borrowed a set of handlebars and took off on the second loop eight minutes late.

There was a small uphill on the second loop which for some reason was a bottleneck. When I got there about 20-30 riders were waiting to get up. So I gassed it up on the outside. From there on, the loop proved to be fairly easy but enjoyable.

The only problem we had all weekend was the rampant pit racing. We finally had to police our own area to keep the squids out of our camp. Even after dark they were running up and down the road through camp, most without lights and many without mufflers. (I can specifically recommend posting signs which say DANGER: land mines, US Govt. Property. Ron Vincelette also managed to nab a

handful.)

The Goldrush enduro was cancelled again so a lot of their riders came over to ride the Calico. Unfortunately, a few went to last year's pits at the ghost town. Sorry about that.

(All the parentheses belong to the editors, and as one last mention, the Asst. Ed. would like to thank all the people who made it possible for him to get out of toolies, including the guy on the CZ and the guy on the Suzuki.)

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THE CYCLE NEWS BOOT COMPARISON TEST

by the Cycle News Staff
photos by Jim Gianatsis
and Nicki Hutton

The purpose of the Cycle News boot comparison test is not to tell you which motorcycle boot is better than another but rather to help you decide which boot would be the best for you and the type of riding you do. There are now a large number of quality motorcycle boots on the market. Choosing the right boot is a difficult venture which could end up in a costly mistake. You can not walk into a shoe store and try on various brands of boots as the average motorcycle dealer seldom has more than one brand in stock. The brands they do carry are usually supplied to them by the same distributor whose motorcycles or accessories they carry. Buying the same boots as your favorite hero rider wears is also a mistake because you can almost be sure he received the boots free of charge from his sponsor. A factory motocross rider like Ake Jonsson probably wears American Sport Racers because he gets them free from Maico. You can bet all the Penton riders on the ISDT team wore Hi Point boots because those are the brand sold by Penton.

The boots chosen for the test were picked because they are known popular brands and motorcycle riding is their only real application. Price was also a consideration in the boots tested. The least expensive boot we tested was about fifty-five dollars. We could only choose so many boots to test so it seemed the most logical solution to test the popular brands which would be a sizeable expenditure in a rider's budget. There are a number of inexpensive motorcycle boots on the market, mostly bought up by the new rider who is trying to keep his investment in the sport small. They all work as motorcycle boots but not as well as the boots chosen for this test. In this case we find that with price comes quality, safety and function. Some people wanted us to include a boot like the Sears' lineman's boot in our test because so many people do wear them. Our reply to them was that the Sears boot is a \$20 mistake that a new rider only makes once. The first time he smashes his toe badly, smacks his shin hard, catches the heel or tries to unlace them when caked in mud is when he puts them up and buys a real motorcycle boot. An experienced rider will not wear them.

When we first picked up the boots for testing we took all of them to an old and experienced shoe repairman for evaluation. Who else would be better qualified to tell us how good the boots were as far as quality and being able to hold up in the long run than a cobbler who earns his living repairing and making shoes. He said a few things which at first surprised us.

After an initial examination of the boots he said they were all excellently made boots. This is no cop out on our part or his because for the price they should be good boots. He had a hard time picking out the boots he like best because they all looked reliable. He did say he liked the normal buckles better than the trick things found on the Hi Point and Full Bore boots. Buckles are sewn to the boots on tabs of leather and if broken or torn would be easy to repair. The trick buckles on the Hi Points and the Full Bore as well as the standard buckles on the A.S.R. boots are riveted to the side of the boots instead of being sewn on. If these caught on something and were pulled out they would be very difficult to repair. He liked the steel capped toes as found on the Viking and Top Gear boots. It seems many motorcycle riders we talked to are against them because they think if the steel caps would collapse it could cut

off or crush toes. Neither they nor we have ever heard of it happening so we will have to say the obvious safety features of a steel cap in the toe far outweigh the envisioned disadvantage. Steel capped toes are better. Hercules' steel toe taps work well.

Our cobbler also liked the sewn on soles on boots tested, like the Hercules Hallmans, Hi Point and Full Bore, better than the vulcanized soles of the Top Gear, Vikings and A.S.R.'s. This was from his viewpoint of having to repair them. From our experience and from talking with other riders we found the vulcanized soles will last the life of the boot while the glued and sewn soles may separate sooner with age.

What is the average life of one of these top quality boots? Used hard every weekend for motocross or enduro riding they will last about a year. For casual trail riding they should last indefinitely with proper upkeep.

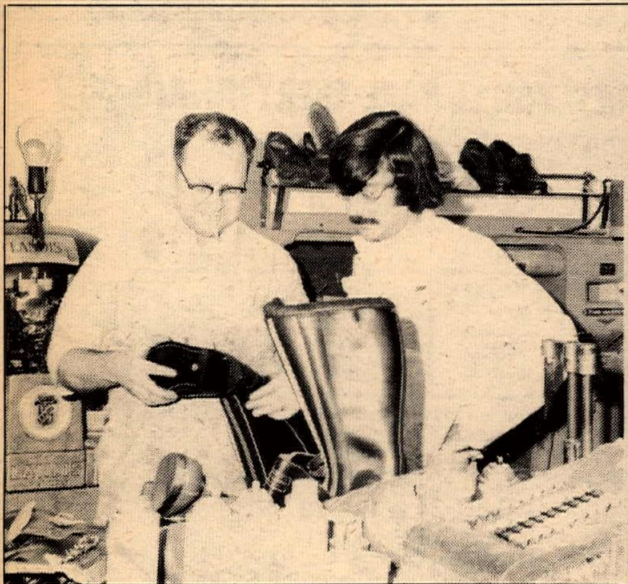
When we asked him which boot he would choose from a standpoint of best materials, quality and workmanship our cobbler was hard put to answer. He finally answered after even closer inspection of the boots that he liked the Viking and Top Gear boots the best. He wanted to choose the Full Bore boots but he just plain didn't like the new type buckles they had. We thought we had a good idea of which boots were better and likely to win the comparison test when we left the cobbler's but then we went out riding with the boots.

As soon as we put on the boots we found out things we never realized. On many of the boots some of the straps were just too short to buckle up and the ones which did buckle usually buckled in the last hole punched in the strap. Put on a pair of motocross leather pants with shin guards and the situation becomes even worse. We found the pair of Hi Point enduro boots would buckle on the right leg and not on the left. After close inspection we discovered the straps on the right boot were 1/2 inch longer than the ones on the left. Even on some of the boots where the straps did reach the buckles the front padded panels were stretched so far open they couldn't offer their best protection.

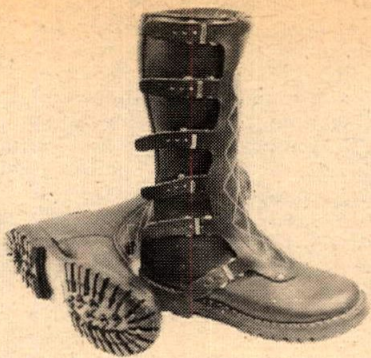
Most of the boots tested were manufactured in Europe. It was obvious that those boots are being manufactured for a different build of person than the average American motorcycle rider. Before you buy a boot be sure to try on one of the same size. Conversion from European shoe sizes to American are not always accurate. Most of the boots ordered had to be exchanged for another size except for the Hercules boot which is made in the USA.

Wearing the boots really brought out their personalities and rid us of the notion of trying to pick out one boot as being better than any of the others. A boot which was good for motocross racing usually proved to be unsuitable for enduro riding. What really surprised us was the Full Bore and the Hi Points, the two most popular enduro boots, were the heaviest and least comfortable to walk in. Strange when you consider the enduro rider is likely to wear his boots all day long and in many cases may do a lot of walking.

Read the reviews of each of the boots tested and decide which one will best suit the type of riding you do. When you know what boot you would like, go to the dealer who carries it. Have with you the socks and the pants you will wear when you go riding. Try the boots on and walk around the showroom with them. Only then should you decide to lay down your hard earned money for them. They are all good boots but unless they fit your riding and your foot they aren't going to do you any good.



The boot test: inspection and appraisal by cobbler, Belinda gets her foot into the fitting test, and then the field testing.



HI POINT
\$59.95
Penton Imports

The Hi Point boot was probably the best enduro boot of all the boots we tested. It is an extremely handsome boot with excellent construction. The bottom of the shoe is sewn on with the hard rubber sole bonded to it. Extra stitching is employed on the sole at the front to keep the sole from separating. It is also totally waterproof. Behind the padded front panel is a plastic coated nylon panel to keep out water and muck. It did seem extremely thin though and we were afraid it might tear easily.

These boots have to have the trickiest buckles in existence. The leather strap end wraps behind an upright pin and is then fastened onto another pin. It is a fast, simple answer to the mud clogged buckle problem found with other boots and the unique Hi Point design allows these boots to be fastened up or undone while wearing gloves. Early models of this boot had aluminum pins on the buckle which were prone to breaking easily but our later model test boot was equipped with steel pins. The buckles were riveted on which is bad but we couldn't see any way which they could be sewn on and still work properly. Each buckle was anchored firmly with four rivets so it would be almost impossible for the buckle to pull out.

At \$59.95 the Hi Points are priced in the same league as the other boots it competes with. Good padding throughout, especially at the ankles, insures foot safety. Weight for one boot was 2 11/16 pounds, much lighter than the popular Full Bore boot which is its main competition.

The Hi Point is also a more supple boot, making it our choice as the enduro boot we would much rather walk out of the woods in if our bike broke. We tested the model with the enduro sole but a smooth bottom motocross sole is available and would also be a good choice for racing. Hi Points are available in half sizes from 5 to 13, D width.



FULL BORE
\$59.95
Yankee Motor Company

Full Bore boots are probably the most popular motorcycle boots around. Made for Yankee in Italy by a large ski boot manufacturer the Full Bore boots show their heritage. The boots are beautifully made, well padded, are waterproof and the construction is super heavy duty. From a safety viewpoint the Full Bore boots with their steel capped toes and armor platelike leather are the most protective boots going. They are more likely to help prevent a broken foot or ankle than any other boot available.

The plus side has its disadvantage so while the Full Bore is the safest boot, it is also the heaviest and least comfortable boot. At 3 9/16 pounds it is almost a full pound heavier than any of the other boots. Full Bore owners will tell you by the time their boots are broken in they're worn out. They are extremely uncomfortable to walk any distance in. They are finished on the inside with padding by the ankles, something most of the other boots lacked, but the boot is just too stiff to walk with and just shifting a motorcycle is pure hassle.

Full Bore boots no longer come with buckles but have an aluminum clamp to hold the strap. It is kind of neat but with age we expect the clamps would pop open and the pins which the clamps pivot on would break if hit even lightly. The standard type buckles may have been a hassle to lace up but they always proved to be reliable. The new clamps are riveted to the boots and would be very difficult to repair if pulled out. The old type buckles were sewn on.

The Full Bore has a really sturdy sole which gives good support. Problems came up on older models with the bonded on sole separating from the sewn on bottom portion of the boot. They could have corrected the problem by sewing all the way through the sole as done on the Hi Points but instead they chose to get around the problem by nailing a piece of tin across the front of the sole as some type of protection against separation. Expect the tin plate to fall off with use and the sole to separate. The same purpose is served by the plate located at the base of the front; it is a halfway measure to keep the flap from separating from the body of the boot.

The Full Bore is still a good boot but it needs some basic design changes to remain competitive with some of the newer boots on the market. The ISDT enduro model is available in sizes 5 to 13, E width. The smooth sole motocross model is available in half sizes from 7 to 13. A children's boot is also made and sells for \$39.95.



A.S.R.
\$59.95
American Sport Racer

The A.S.R.'s were undoubtedly the flashiest looking boots in the test. Blue with yellow trim and flame stitching on the front really makes them look wild. They're also available in black with red trim. Some people don't like them because they are too flashy looking but the younger crowd associated with the motocross scene will find them a popular choice. Looks will be their strongest selling point.

As far as quality and construction went the A.S.R.'s had to be rated the lowest of the boots tested. A low quality grained leather is used on the outside of the boot. Inexpensive stamped steel buckles are used for the straps. The buckles are riveted very weakly to the sides of the boots and with the leather being as thin as it is there, they could possibly pull out quite easily. The boots themselves took on water the first time they were splashed as we rode across a stream. A plastic cap is built into the toe for protection there. The sole is unique, being a vulcanized two piece unit with neoprene rubber acting as a cushion for the hard plastic bottom piece. It is braded with nails at the front part of the sole to safeguard against separation and though it caused no problems it is a feature in the construction we didn't like. For the workmanship and quality of materials put into the boot it is overpriced. An American shoe manufacturer could produce and sell this German manufactured boot for \$25 easily, but then no American manufacturer makes a popular motorcycle boot.

With all the above features marked against the A.S.R. boots we took them out and went racing. For just motocrossing we found the A.S.R. boots to be the best of any of the boots tested. It kind of shook us up at first but we then realized the things which make a boot good for one thing-like riding enduros-don't make it the perfect boot for something else. At 2 6/16 pounds it was one of the lightest boots in the test, making it feel really comfortable. The plastic sole was perfect for sliding, it gave excellent arch support when standing on the pegs of a bike and the neoprene inner sole absorbed all the jolts and shocks. It was also the only boot tested which was fully lined on the inside with glove type leather. This was important because while the Hi Point and Full Bore boots had some inside padding, the A.S.R.'s were the only boots which didn't chafe our feet in one area or another.

The A.S.R. boot is available with an ISDT enduro sole but we do not think it could stand up to the requirements needed for an enduro boot or the punishment it would be put through. As a motocross boot it is an excellent choice and well worth the expensive price tag when compared in function with the other boots in the test. It is available in sizes 6 to 14, D width.



HALLMAN GP
\$71.95
Torsten Hallman Racing

We had a problem with the new Torsten Hallman Grand Prix boot right from the beginning of the test. It wouldn't fit any of the three male members on our staff who were doing the testing. There wasn't anything wrong with the foot sizing; it was perfect, but the straps were just too short for us to begin to even try to buckle them up. Just putting them on the front panel of the boot was pulled way too far over to one side. It appears the manufacturer, J. Lindstrand AB of Sweden, is building the boot to fit the smaller European sized person and that Torsten Hallman hasn't specified to them to build the upper part of the boot in a larger proportion to fit the American sized leg. We gave a call to Hallman to check on the problem and they reported to us they really hadn't run into any complaints over the upper sizing of the boots. Either the problem was particular to the 7 1/2 size boot which we were testing, a foot size normally smaller than most people wear, or people just aren't buying the boot if it didn't fit them properly and therefore have no reason to complain. The boot did fit one of our girl staff members well so we let her do the riding test on it. We do advise though that before you buy this boot, as well as any other boot, you try it on first.

The Hallman boot was beautifully made, using soft leather and lots of foam padding. With respect to comfort it had to be rated as one of the best. It did rub a little on the back of the ankle while being broken in. The boot is very light, 2 3/16 pounds, the lightest padded boot in the test. The shoe cobbler liked the boot because the sole was sewn on and would be easy to replace or repair a number of times before the boot would wear out. The GP's proved to be very waterproof. When they got muddy the polished leather used on the outside was easy to clean. Because of the proportional smallness of the boot, the soft feeling and the light weight, this would be the best choice of all the boots tested for a woman rider.

The Hallman Grand Prix boots are available in motocross and enduro soles. Sizes are 6 1/2 to 12 with 6 1/2 and 8 1/2 being the only half sizes. The price is pretty steep but Lindstrand AB is the same manufacturer which makes the

Hallman leather pants, the long lasting quality of which is unquestionable. A children's model is also available in sizes 4 to 8 for a more reasonable \$36.95.



VIKING
\$54.90
International Accessories

Everyone wanted to wear the Vikings for the test as soon as we received them. Besides being an extremely attractive boot in design they were colored gingersnap brown. They are available in black but unless you're trying to match the color of the stripe on your leathers, get the gingers.

The Vikings were the best quality boots in the test. The leather used is top rate, craftsmanship is excellent with straight stitches sewn well. The entire hard rubber sole is molded onto the bottom of the boot. No stitching to break or soles to separate. Molded into the hard rubber sole are steel taps at the front and back with a steel plate in the arch for support. There is also a steel cap in the toe. The buckles are stamped steel and could be a little sturdier because they do bend.

Front shin protection is good but could be a little better. Side padding or protection is nonexistent. There is a small round leather pad on the bike side of the ankle but it is soon torn off by a metal footpeg or swingarm bolt. There is no inside finish to the boot and it would rub our heel, making it sore. The entire problem could be solved if the inside of the boot was lined with glove leather like the A.S.R.'s and some thin foam rubber padding were used. Thin leather and padding are the secret for comfort while avoiding the concrete shoe feeling a boot like the Full Bore gave us.

At the weighin the Viking boot with the motocross sole registered 2 10/15 pounds. The Viking is the best all around boot for general purpose riding. If you want a boot which will see all kinds of action from trials to trail riding to enduros and motocross these are the best choice. Whatever area you lean toward most will be your determining factor in which sole pattern to choose: enduro or motocross. The Vikings are available in black or ginger, sizes 7 to 12, D width.



TOP GEAR
\$64.95 Super/\$59.95 Std.
Top Gear Accessories, Inc.

To find out what the Top Gears are like go back and reread the test on the Viking boots. Made in England for the Triumph Corporation's accessory firm the Top Gear boot is made by the same boot manufacturer which makes the Vikings. The only difference between the two brands is the Top Gears have a slightly different pattern cut and red trim to give them a different identity. There is a larger piece of leather over the ankle area to give a little more protection there than there is on the

Vikings. Both the Vikings and Top Gears are quite waterproof.

The Top Gear boots we tested were the Super model but at five dollars less the Vikings would be a better bargain. Last year's Top Gear boot without the elastic top is the Standard model. On the Super Top Gear model the little extra leather on the ankle isn't worth the increased price but maybe the fact that Top Gears are readily available at most Triumph dealers and in half sizes from 6 to 12 is. As we said previously the Viking/Top Gear boots would be the best choice for all around riding.



HALLMAN MOTOCROSS
\$55.85

Torsten Hallman Racing

These would have to be rated as the best boots in the test for trials riding. For any other kind of riding they are practically worthless. They contain no padding, no hardened toe or any other form of foot protection. What makes them bad for any sort of competition makes them the perfect boot for trials riding. They are super light, only 14/16 pounds. The leather is good quality and sturdy to protect your leg as it rubs against the bike. The sole is completely leather, but very thick and hard for good arch support. It offers the necessary protection for the low speed riding encountered in trials but will give complete freedom to the wearer as he works around on the motorcycle.

They are not as flashy looking as the newer boots which are now out on the market because it is the same boot Torsten Hallman has been importing into the states since he first began years ago. The grained leather is good quality and the craftsmanship of the boot is excellent throughout. The buckles were the most heavy duty of all the boots tested. Of all the boots tested they would be the easiest and least expensive to repair if need be. They are available in sizes 7 to 12, D width.

HERCULES MOTOCROSS
\$61.00

Hercules Distributing Ltd.

The Hercules is a real sleeper in the footwear department. It is conventional-looking with diamond pattern front padding and the regular seven buckle closure. Visually, it's nothing to get too excited about. But you don't look at boots, you wear them. This is what this boot is all about. You pick it up and the first thing you feel is the heavy oiled saddle leather. It is an American-made boot so the skins used in manufacture are very good thick American cowhide. European-made boots just don't seem to have as thick and flaw-free a leather to choose from.

The second thing is to put the boot on and, wonder of wonders, the boot actually fits like a shoe. Too many MX boots feel like you have Ritz cracker boxes on your feet but the Hercules boot actually conforms to the foot giving a very good, comfortable "feel" even the first time you wear them. Even riders with smaller, hard to fit feet commented favorably on the fit of the boot. Another nice surprise comes when you buckle them up. The buckles work. They are very heavy duty units with the little rollers that make it easy to pull the straps through just the way you want them. It is possible to get the right tightness (or lack of it) all the way from instep to middle calf. The fact that they're made on an American last definitely contributes the fact that they fit American riders.

The top has double leather fold-over construction that works fairly well to keep mud and rocks out of the boot. The bottom has a mild sole pattern and smooth heel with just enough rise to hang on to a foot peg. Hercules has

incorporated a little metal toe tap that deflects a lot of rocks and gives some protection to the outside of the boot for you toe-dragging motocrossers. It definitely increases useful boot life.

The soles are double nylon stitched to the uppers and the welt extends out about as far as on a well-made wing tip shoe. A little red, white and blue leather inset at the Achilles' tendon area provides the flex point for movement in walking. The Hercules comfort extends to walking around. They actually move and are not that uncomfortable to stroll in. This little inset was also the only weak point on the boot as the stitching came out of the right one about the second moto it was worn.

There is a crepe leather fold-in inside the front of the boot that keeps more dirt out than a plain old flap. This unspectacular-looking boot is pretty impressive in detailing and quality of materials. No critical stitching has come loose and the thick leather stayed flexible through some severe soakings.

After several motocrosses and some Hare Scrambles, nails started poking up through the sole of the boot on the inside. Most of them were in the area right above the footpeg when you're standing up. They were knocked back in with a drift and mallet. About four nails total worked through in this fashion.

The strong points of the Hercules boot seem to be initial comfort (which continues with use) and feel of the boot; adequate protection with relatively light weight; the heavy toe with the metal tips for added protection and preservation; excellent buckles and, in general, an ability to fit Americans very well.

The Hercules boot comes in size 5 to 13 including half sizes. The boots tested were a 9½, for example. Interestingly enough, they are the first boot that has gotten a lot of desert racers out of lace-up boots, which are generally thought to be the most comfortable type.

★★★★★★★★★★★★★★★★★★★★



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Enduro "Flip-card" Time Keeping

by Larry G. Langley

More and more clubs and organizations are turning to the so called flip-card method of scoring enduros. Some riders used to the old system of writing in the actual time arrived on the score card have been confused. Hopefully this article will answer any questions you may have been asking yourself.

The flip-card scoring system has been widely used back East for some time now. However, the usually innovative California clubs have been slow to accept this simpler and, in my opinion, superior scoring setup. Perhaps they feel since it was not originated here on the West Coast it couldn't be much good. It wasn't until July, 1972 that the United Racing Association (of which I am proudly a member) first experimented with the system at their Surprise Enduro. They were so pleased with it that they have used it since. I'm not sure who used it next but I do know that the Pomona Valley Desert Riders used it at their Turkey Shoot Enduro last November. More clubs are willing to try it now that it has been in use and I feel it will soon become the rule instead of the exception.

HOW IT WORKS

Instead of entering the *actual time* you arrive at a check, the checkers enter the *number* of the rider due on that minute. For an example let's assume you are riding number 58.

OLD WAY

You arrive at check 1. The checkers enter 9:30 on your card. You look at the sign and the key time is 8:32. Mentally you subtract 58 minutes from 9:30 and arrive at 8:32. Great, you zeroed it! But you can see it is a difficult subtraction to make especially when you are on a tight schedule and it is easy to make a mistake because you have to take the 60 minutes hour into account when you subtract. You can depend on your watch (which is set on key time) to determine if you are on time but your watch and theirs may not agree so it is best to do the subtraction to check.

FLIP CARD

You arrive at check 1. The checkers enter 58 on your card. Since that is your number you have zeroed the check. Simple huh? Let's assume they entered 56. Well 58 minus 56 is two so you are two minutes early and have lost four points. If they had entered 60, you were two minutes late losing two points. At the end of the enduro a glance at your score card will tell you how many points you had lost. Any numbers other than 58 means you were early or late at those checks. At a tie breaker check they would have entered the seconds you arrived also. If you zeroed the tie breaker your number would have read 58-30, 30 being 30 seconds into the minute.

THE ADVANTAGES

The score cards can be scored much faster and easier with more accuracy since only simple calculations are used. The riders know instantly when they hit a check if they are on time or early or late. Actual flip cards do not have to be used. A simple list of times showing the rider number due at that time will suffice for each check. The chief scorer at each check then calls out the number somewhat like the time is called out now. However, most clubs will probably use the flip cards since the checkers can visually see what number to write down and won't have to worry about hearing the number over the noise of the motorcycles. The cards are numbered 1 to, say, 150 and are turned over when the minute changes. For the early numbers it would probably be best to also include some minus numbers in case number one comes smoking into a check early.

If you like the new system start requesting the clubs to get in gear and get with it. It's about time California caught up with the East Coast in this respect.

LITTLE HARPETH NATIONAL ENDURO

CYCLE NEWS Feb. 27, 1973 Page 27

by Jack Mangus
NASHVILLE, TN., Feb. 11, 1973 — 1972 National Enduro Champion Bill Kain took the overall win at the Little Harpeth National Enduro. Bill, the Pittsburgh Pirate, was one of a select group of less than a dozen riders who managed to finish the 100 plus mile enduro.

A member of the sponsoring organization, Don Thava, Factory Works, commented, "It was our first National and we evidently made it too tough. We didn't provide sections where time could be made up." Understatement of the young enduro season.

The temperature was below the freezing point at the 8:01 am key time, but Mother Nature had hung ol' Sol up in full force. The original starting point was moved 1.7 miles up the route away from the muddy pit area which served as home for many out of staters the night before.

The bulk of the run was through thick wood sections and over very rough and rutted Jeep trails. Several TVA powerline sections put some rather awesome hills in front of the riders. The downhill runs in these sections were at times more difficult than the uphill runs as the frozen ground along with the ever present ruts made the downhills resemble trials sections.

Doug Wilford, general manager of Penton East, won the 0-125 "A" class and praised the Factory Works for the well marked run but questioned the "virgin woods we had to virtually trailblaze." Wilford added, "the 24 MPH average was just too fast for the tight run. A slower average would have made the enduro a great one."

Wilford's Penton teammate Tom Penton, currently stationed in Florida with the U.S. Air Force, finished second in the 125 class despite an encounter with a tree branch which opened up a cut which required eight stitches to close. Tom hit the next to last check, the sixth, several minutes over the allowed hour late and was out of the



Jack Penton, Doug Wilford, and Tom Penton try to figure what those little things on their handlebars do.

run at that point.

Just as Wilford was the only man to finish in his class so was Jack Penton in the 126-200 "A" class. Jack, who recently won the Piney Woods National

Enduro, came closest to challenging Kain for the overall win.

Veteran enduro rider Ron Bohn won the 201-250 "A" class and was joined as a finisher by second place rider John

Greenrose. Both riders were Husky mounted as were the one-two finishers in the 251-Open class, Ed Schmidt and Norm Ford. Both Schmidt and Ford survived the entire run and made all seven checks.



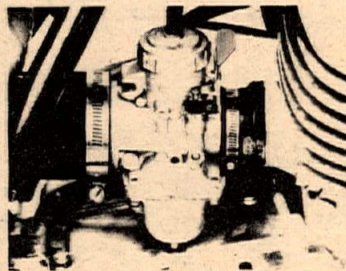
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6	250 Husky - 34mm to replace 36mm	65.95
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9	360 Husky - 34mm to replace 36mm	65.95
10	360 Husky - 32mm to replace 36mm	65.95
11	400 Husky - 34mm to replace 36mm	65.95
12	400 Husky - 34mm to replace 36mm	65.95
13	250 Husky MJ - 32mm	63.95
14	250 Husky MJ - 34mm	66.95
15	400 Husky MJ - 34mm	65.95
16	450 Husky MJ - 34mm	65.95
17	125 Penton - 32mm	54.95

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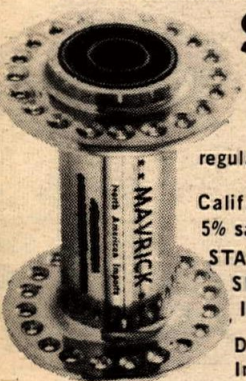
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It seems there were some rocks on the tight, twisty course but some guys still made three lines out of one.

DESERT M.C. HOSTS HARD HARE & HOUND

Story by Alice Rhea

Photos by Ron Jacobs and Rhea
LUCERNE VALLEY, CAL., Feb. 18,
1973 — Under the pleased gaze of
sponsor Ted Lapadakis, of Hercules
Distributing, Tom Brooks brought his
125 DKW in for another overall victory.

Tom was unperturbed when the
Desert M.C. referee greeted him with,
"Sorry, Tom, your displacement has
been protested and we'll have to
impound your bike." The bike was torn
down and sure enough, it was .040 over.
The rulebook allows for .080 overbore,
so Tom is well within the limits. (It

seems he'd be well within cc limits
anyhow since he's a 175 displacement
class.) Guess that will stop a few
rumors. Tom grinned while pocketing
the \$10 protest fee, which goes to the
rider protested if the charge is invalid.

Riders who were expecting the
Desert M.C. to throw their traditional
tough course were not disappointed and
some of the 890 entrants are probably
still stuck on that first nasty rock uphill.
Some riders said parts of the course
were so tight they had to fold up their
footpegs and hold in their stomachs to
get through.

Larry Bergquist (Bul) took the lead
at the bomb but soon was passed by
Mark Adent on his somewhere-between-
176cc-and-250cc DKW. When Mark
landed with his knees on the seat he
decided to travel at a more prudent
speed.

When Brooks, Mitch Mayes (Hus)
and A.C. Bakken (Hus) passed Bergquist
and Adent and fifteen-year-old Bryan
Brekker (CZ) moved in behind Adent.

Somewhere between halfway around
the first loop and the pits, Bergquist
dropped back further and Larry
Pfutzenreuter (Bul) moved into second
lightweight spot.

Through the pits, Brooks had
stretched his lead out to two minutes.
A.C. dashed in for gas and was passed in
the pits by Mitch Mayes but Mayes had
not pitted yet and Bakken got him back
and stayed in second place with Mayes,
third, and Mark Adent fourth.

The day was so balmy that Brooks
got to day dreaming and A.C. crept up
within about two hundred yards of him.
Tom glanced casually over his shoulder
and when he saw A.C. about to put the
swoop on him his eyes got as big as
sewer lids and he really wicked on the
little DKW, stretching out his lead in the
rough, twisty terrain.

No more day dreaming for Tom, he
held the Deek wide open right through
the checkered, finishing with time to
spare, leaving A.C. in second as first
Open Expert with Mayes finishing third
overall and second Open Expert.

Larry Pfutzenreuter (Bul) has been
out most of the season with a bad case
of the flu. He raced his first of the
season last week, but DNF'd with a bad
case of Muddy Goggles, and Glasses.
Unlike most racers, Larry can't just take
off his goggles when it gets muddy. He
is blind as a bat without his glasses.

So, for all practical purposes, this
was his first race this year and he was
cutting into Adent's lead when his right
rear shock blew out. Even that didn't
slow Larry down, but at the third check
on the second loop, when he lost his
whole exhaust pipe, Larry did have to
slow down just a little, but not enough
to keep him from finishing just behind
Adent for fifth overall and second 250
Expert.

A guy named Dave Laca (Yam) came
over from Las Vegas and pie-plated this
run, finishing sixth overall. Dave said

That, oh my brothers, is fast!

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THE DESERT RACE



The Desert M.C. gave their traditionally tough Hare and Hound, a lot of people came and Tom Brooks won overall, again.

the course was great, "Just like Las Vegas!"

Bryan Brecker (CZ) seems to have gotten over his streak of bad luck and finished seventh overall and fourth Open Expert. He gets points for third though because pie-plater Dave won't receive District 37 points for his ride. (Sorry, Dave.)

Jim Fishback says he knows where all Bryan's little problems went. He got 'em. Jim said he slung his chain off on every bump and each time it came off, it took another part of his bike with it, 'til he finally gave up in disgust.

Cordis Brooks sproinged across the desert like a jackrabbit on a Sunday outing, lollygagging in the warm sunshine and nonchalantly putted his little DKW across the finish line for first in the Trailbike class again.

Actually, Cordis only looks like he isn't going fast when you see him from a distance. Coming through the pits he hard-charges just like the big bikes and is gone almost before your brain has time to compute "IT" into "Cordis Brooks".

However, Larry Roeseler has his Baja in there for second almost every Sunday, as he did today, just to keep Cordis on his toes. And Mike Cartledge (Hod) is hanging in there in third place ready to take over the lead if Cordis or Larry goof.

Jeff Kirk (Yam) is the only person in the history of desert racing to take more second places than A.C. Bakken. He is almost always second Amateur or second 250 Amateur. Today, his luck changed and he brought it in for first Amateur overall at about thirteenth, just in time, as he is about to become an Expert.

Don Drewitz (Hus) and Bob Doing (Suz) fought it out for first and second Open Amateur and finished in that order, for second and third Amateurs overall.

Andy Kirker (Yam) really got it together today for second Division II Expert.

Andy explained his good ride: "Well, one of the engine mounts cracked and it vibrated really bad unless I kept it wide open..." He added that it was really a good course.

250 Amateur, Randy Fleming (Yam) got around Open Amateur Joe Jones (Hus) when Jones got lost after the pits. But Jones got back on course in time to save his position ahead of fourth Open Amateur, Dave Gruver (CZ).

Third 250 Amateur Mike Porter (CZ) lost his tank card at the second check and kept overshooting the course, really making for a miserable ride. However, he rescued his tank card and carried it the whole distance clutched between his teeth. Bet it tasted good with all the gas that sloshed on it. Pathoioie! Simi Valley Sport Cycle probably appreciate his tenacity.

Mark Gunlogson (Pen) got first in the Division II Lightweight Amateur go-round today with Don Jackson (Pen) not far behind and Bill Fisher (DKW) several spots in the rear for third.

Trail Amateurs, Bob Rutten (Hod), Criag Kerdus (Ric) and Chuck Pettigrew (Baj), seem to have been dicing it out as they all finished quite close together.

Near the finish, the course ran down a sandwash and turned but somebody tromped on the arrows in that spot and the later Amateurs and all the Novices had trouble with the spot, with hoards of them coming into the finish line at a 45 degree angle, only to learn that they would have to go back and pick up another check.

Chuck Carr (Hus) was leading the Novices when he got lost and Ken Evans (Hus) was second but had to drop out with ignition problems. Rover Jim Eveland (Yam) didn't get lost or have any bike problems and he got his second first Novice win today with Al Thomas (Yam) and Chuck Carr close behind.

First Division II Novice Casey Perkins (DKW) said it was "a really neat race," but what else can you say when you win? Victor Triepke (DKW) was second Division II Novice, making it a good day for DKW but Art Bartle sneaked his Penton in for third, thereby spoiling a swoop by DKW.

Sweet Duck Suzuki's own Sharon Rosenauer was first girl again today, finishing her second of five starts this year. Sher liked the course (She likes all the courses) but said "I guess I'm just not too enthusiastic today."

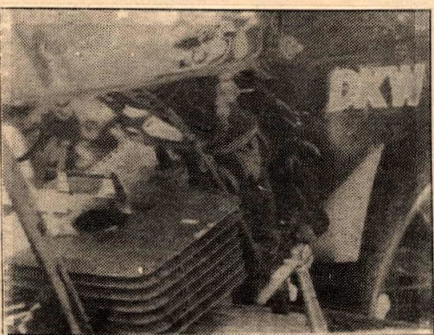
Roger Reed (Pen) seemed a little surprised at being told he was first Trail Novice and very politely thanked the lady who told him as if she had a hand in his battle against all the other Trail Novices and the rocky, twisty, up and down hill course he rode so hard.

Robert Fisher (Mnk) whose dad was third Division II Amateur today, on-upped dad by getting second in his class. Bob said he liked the whole course, "Real well, except for the rocky road where I got off on my head." Kevin Haynes (Hod) rounded out the Trail Novice class with a third place.

Despite the rough course with its nasty up and down hills, twisty-turny sandwashes and mix-ups in markings near the end, most of the finishers were smiling and looked surprisingly fresh, including Tom Brooks, Sr.

Tom killed his engine in the wash just before the finish and kicked and kicked. Finally a spectator took pity and advised him to push it as the finish line was just around the corner about 100 yards. Tom looked balefully up and muttered, "I couldn't push this thing two feet for a hundred dollars right now." He finally got it started and crossed the finish line looking fairly pleased with himself.

In fact, the whole Brooks family raced today and Mary, mother of the group, also finished.



Brooks' DKW had a one-over bore after being torn down on protest.



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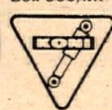


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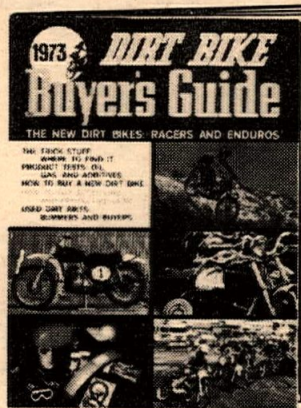
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OK, another picture of Tom Brooks in action. But, admit it, he won overall.

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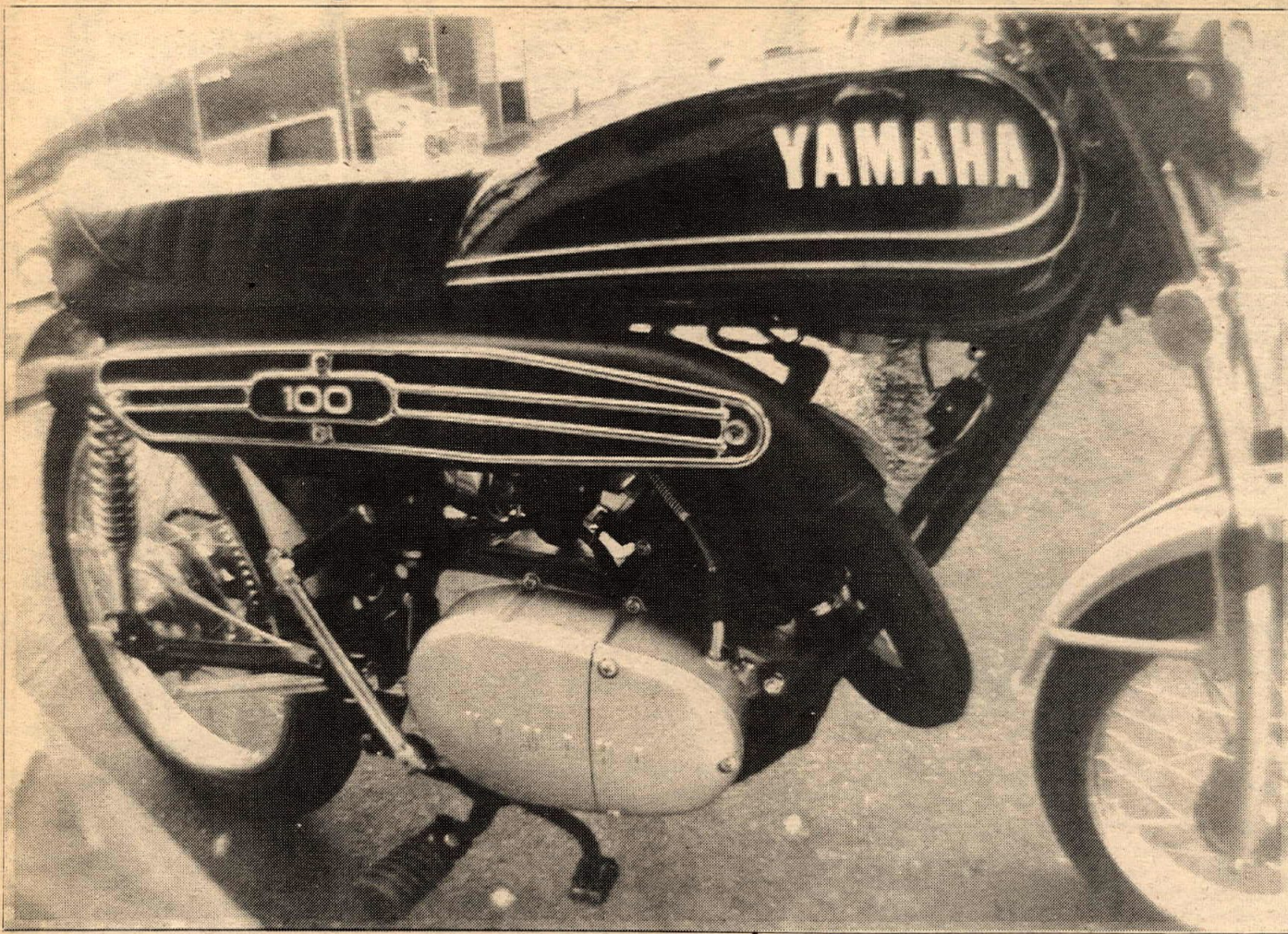
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Four-hundred eighty-nine dollars will get you a 98cc enduro bike that fits just about everybody.

by Randy Dietzel
Photos by Larry Groves

In these times of clamoring by the public for tests of so-called "monster" machines, both dirt and street, it is refreshing to get hold of a small-bore, enduro-type motorcycle. So it was when we picked up the Yamaha 100 LT-3 enduro. A "play bike" is what we

termed this machine but it proved to do all things well considering its design characteristics: it's a small displacement street-legal dirt motorcycle.

The bike's color immediately sets it off — a deep purple tank, oil injection-covering side panels and striped fenders. Styling is clean, crisp and not too gaudy. Turn signals are standard. Chrome abounds and sets off

the deep purple design beautifully.

Yamaha always seems to jet their test bikes rich and such was the case for the 100. Starting was easy as long as a fresh plug was used at regular intervals. A standard feature on the Yamaha enduros is an electrical set-up that includes both a battery and a magneto. The latter proved very beneficial since we lost the keys almost immediately.

It seems that if you disconnect the wires (which are of convenient box plug design) from the ignition switch to the battery, a key is no longer needed. This worked out very well when on our first trip out we found out...Hmmm, no keys.

The 100 seemed to respond to any request we put to it. It is equipped with Yamaha's well known "Torque Induction" which aids acceleration immensely. Power was always there, which was a welcome surprise to those who are used to bigger machines. It is a very fast 100 single, even with the mild enduro engine.

The only fault we found with the injection system which prevails on all Yamaha's dirt machines, is that once you wind the R's out in any given gear, the power flattens out. Therefore, gear changes are needed more often to keep the engine within its power band. Shifting was Yamaha-standard, i.e., crisp and faultless with short throws. Rowing through the gears and keeping the 98cc's buzzing was more fun than hassle.

Engine design is basically unchanged from '72. A five-speed gear box with a wet clutch is standard. Throughout our test neither gave us any problems. You would not need to make any sprocket changes as it has plenty of pulling power for both pavement and off-road riding.

Aside from its great power characteristics, the thing that impressed us most about the 100 is how well it handled. The forks are of small diameter but didn't seem to protest in even the roughest of conditions. The rear shocks work for the light scooter. The machine is light enough for a rider to hold it steady if it gets out of shape due to an excess of zeal. This feature is nice, too, when considering that many of these bikes are purchased for the wife or younger child in the family. (Of course, Dad will probably sneak off with it and have a great time.)

Control placement seemed to favor the average to smaller size person. This aspect seemed to be more noticeable in the foot-operated controls rather than the hand ones. A "knees in the mouth" atmosphere was created when a six-footer mounted the bike. The low profile made it super-fun for impromptu short track races and laying it way over

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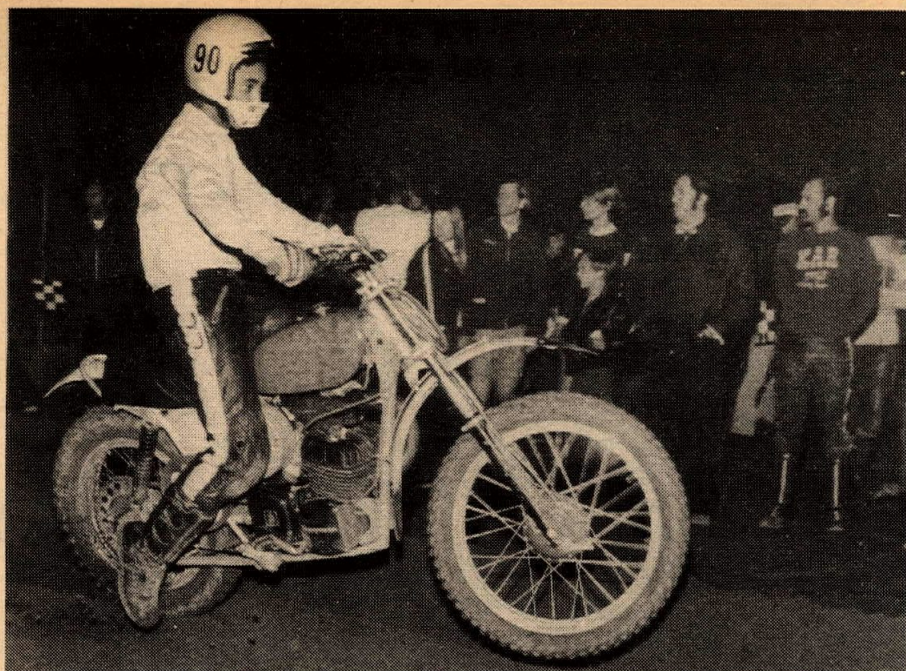
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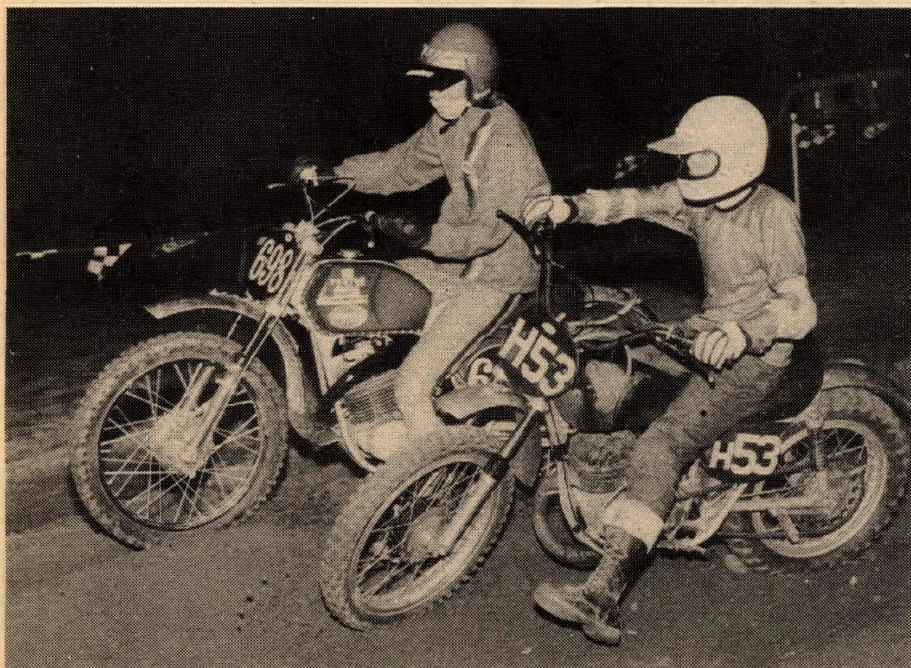


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Joe Johnston nearly took the overall.



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CMC Motocross by Night

by Buzz Baty/Creative Images
 IRWINDALE, CAL., Feb. 16, 1973 — At last! CMC night racing is back and what a show it was.

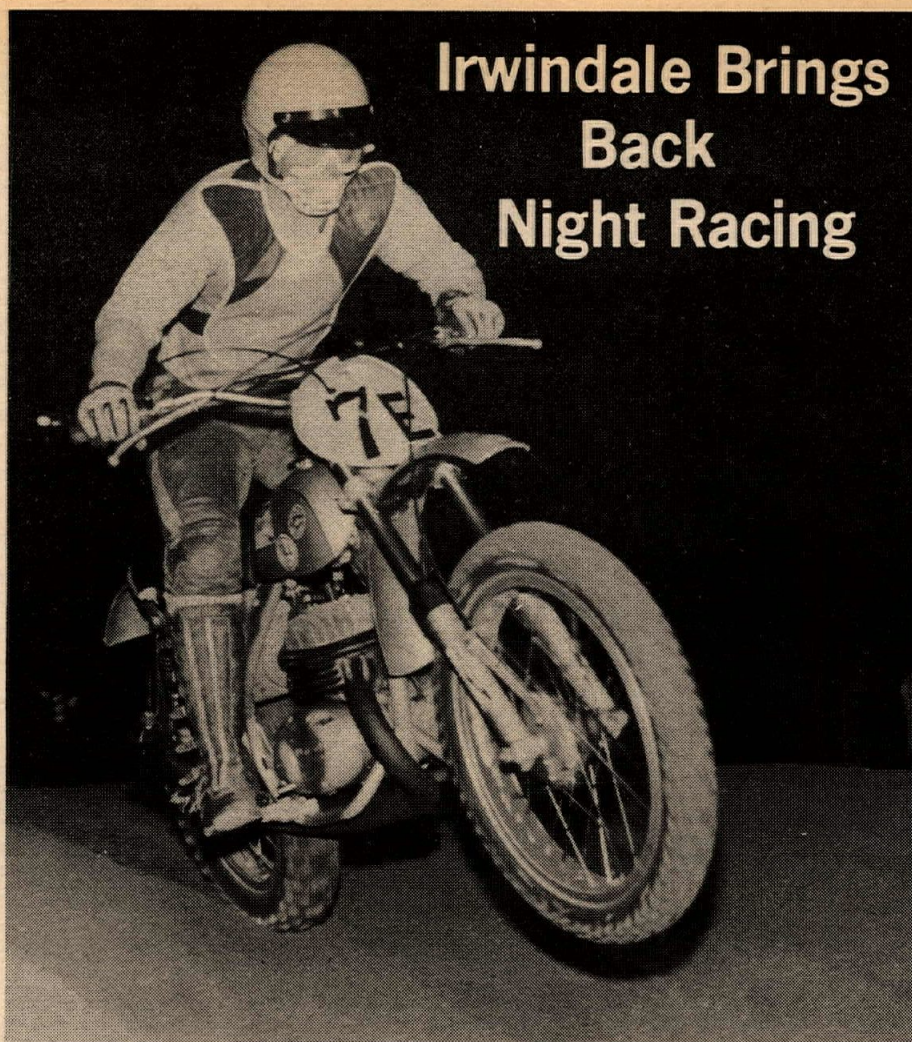
The 260-limited racing card was filled by 5:30, an hour before the scheduled end of signup. The stands were stuffed with nearly 2000 fans; and the racing was something else.

The high-flying Joe Johnston (Hus) nearly did it for the first time. He and Bultaco-mounted Bryar Holcomb put on one wail of a show in the final 250 Expert go. Both had wins to their credit but Bryar was a tad ahead on points as they went on the line. Joe, the 15-year-old whiz who knows only one throttle position: WFO, had it screaming through the gears out front; Bryar got stuffed in the fast-moving pack and it took him nearly half a lap to get clicking.

When he did, off he went after Joe. On lap three of the five lapper, Bryar drifted to the outside on the start-grid sweeper, blasted down the whoops on the back chute and buzzed by Joe.

He kept the throttle on a wee bit too long, though, and nearly lost it in the next turn, where Joe gracefully regained the lead. The same spot on the next lap, the back chute, was where Holcomb blasted by again but this time held it for the overall win.

It was nearly the same story in the 125 Expert class where Jeff Vidic (Pen) made his personal challenge to Charley Bower's dominance in this class. Had it



Bryar Holcomb.

not been for a poor sixth in the second round, after winning the first, Vidic would have won overall. But Bower put up a consistent show despite a spill that nearly cost him first.

That fall came in round three. Charley burst to the lead right away. But in that tight turn after the back chute whoops, he dumped it. Vidic scrambled to the lead and started building the gap as Bower worked to start the Mettco Penton. It fired and re-entered the race way down.

Then the countdown started as Charley picked off rider after rider until he was back in second and closing on Vidic. But time ran out and Vidic won the moto but not the war. With a 925 to 895 tally, Bower got it.

The 500 Expert was just about as wild. Ray Lopez looked to be the sure class winner after taking the first moto ahead of Jerry Beaman (CZ). But, round two found Ray pushing back to the pits with a dead engine. When Beaman picked up the checkered flag for the win, Ray picked it up four laps down and in 10th.

As it turned out, he really didn't have to finish that moto because he won the final and Beaman faltered to 8th. David Boydston (CZ), who was also in contention overall after two rounds, but faltered in the final to finish third.

While the Experts were putting on

AMRA Minis at Indian Dunes

by Joni Hopkins
 VALENCIA, CAL., Feb. 11, 1973 — Mud and rain didn't stop our faithful minicycle riders, they rode the same course as the admired older riders. What a day, What fun!

Because of the dedication of our riders that showed, Al Jackson gave first place points and trophies to all racers. All entries were pre-paid by Earnie Alexander.

The first moto was not a race to see how fast your bike could go, but how well you could handle mud! Remember, these bikes are from two to three feet high and the hoop-de-dooes were three to four feet deep.

Irwindale Brings Back Night Racing

the show, the Juniors and Intermediates were filling in quite well with their own matches. 100 Jr. Mike Cartledge (Hod) pulled out the only sweep of the entire night while Mini class winner Jerry Shore (Ind) was next closest at doing it with a fifth and two firsts. James Brunth (CZ), the 500 Jr. winner, had a DNF to go with his two wins.

Both 125 and 250 Inter. shows wound up with winners who failed to win a moto and both Junior winners were runners-up in their transferring heats.

Jeff Powell (125-Mnk) and Allen Cooke (250-CZ) did those Intermediate rarities. Jeff's third and two seconds was decisive over Val Tamtetti's (DKW) win, fourth and third. Jim Bauer (Bul) took second to Cooke at 18-2-2.

500 Intermediate Pat Mulvihill came a gearbox away from running away with that class, had to settle for a squeaker — but a win just the same. It was shifting problems in the final round that allowed Mark Samuelson (Mai) to win with Pat (CZ) second. Mulvihill's eighth and first was enough to cop the win.

A few major and minor changes will be made prior to next week's race, including dragging the track to find even more of those huge boulders that popped up through the night. A good sight: the infield crew didn't have to leave the track once...all those spills were light ones.

The first moto had the heaviest rain of the day. This caused frequent changes in positions making it very difficult to see what was going on. By the time the second moto got going, the rain had stopped and the clouds moved away to let the sunshine through.

Tommy Hopkins on his super fast Precision Cycle tuned Yamaha took first place with Richard Drago in second and Mike Jackson took third.

At the beginning of the third moto it began to rain again. The positions changed once again, Richard Drago took over first position, Tommy Hopkins took second, and Mike Jackson held third.

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or One-hundred and Nine Ways to Maintain Sanity

As found on the sidewalk just outside the Bellevue Mental Institute, in the form of a paper airplane,

by Mike Phillips

The simple task of being a spectator at a motocross is becoming increasingly difficult. I know, I've tried.

I write this in an attempt to forewarn those who plan to make a vain effort to enjoy these races frequently. I know this to be an impossible task, and even fatal endeavor.

At any rate, what you are about to read, I hope, is an account, from my experience, of the trials and tribulations of any such spectator as he fights his

Zoooooom! splash, drop. &*&+!+. Caught off guard at a weaker moment by one of the little devils on the minis. Dropped your feed. Wonder what the sentence is for the murder of a ten year-old? Could claim insanity...

(Note: Gentle buzzings previously resolved to be aware and cautious of are less noticeable when in the trance of one such tootsie.)

Oh well, need to lose a little weight anyway. Onward to watch the races. You settle yourself on Spectator Hill with visions of an hour or so of motocross spectacular. This then, is the time at which you meet another obstacle in your quest to enjoy yourself.

The amateur announcer. These guys are really neat. I mean, they are a breed

people in the announcing stand.) "Say, what was the name of this place again?...oh, uh, Arabian Goons Cycle Park, and it's a great day for the races". (It's raining with a 20 MPH wind.)

"Right now on the line are the 100 Juniors...I think...Or is it the Open Experts?...Oh well, whatever...and this is your ole' pal and top announcer..." (Again he consults the other people in the booth.) "Say, what was my name again?...Oh well, whatever..."

The second, and most annoying, is the true amateur, the guy who lets his ego run wild at the expense of his listening audience's sanity. His T.D. is like so:

"...and as they go into the first turn it's Fred Grassy with a big lead

As you can see, this is enough to induce sickness in the healthiest of persons. There are, of course, the little things that make one want to kill. I remember one particular announcer who, (remember this is a super-small time track) kept asking if Brad Lackey would please report to the announcing tower, and had the entire population of the track running around trying to spot the legendary rider, who, of course, was never there.

But, back to our typical spectator. Deciding to move out of ear range, you saunter over to a secluded spot somewhere near the backside of the track. Finding a comfortable place, you settle yourself once again, and proceed to watch the motos.

A Motocross Spectator's Guide to Happiness

way through the wilds of an imaginary, but no less typical, motocross park.

As you enter the track (providing you are financially equipped to pay the monumental fees encountered, or are adept at such infamous techniques as unauthorized passage, i.e., "sneaking-under-the-fence") you will notice a slight pain in your ears. This is caused by extremely loud unsilenced pain-in-the-head pit racers. This pain subsides once you become deaf.

Inside, you fall into an aura of total chaos. Contributed to mainly by overnight campers injecting coffee into their veins while struggling with too much stomach and too little leathers. As you stroll through the pit area, drooling over the abundance of "real" bikes, that is, those of the same ilk that Ake and Co. employ, you detect a gentle buzzing steadily growing behind you.

Glancing back, you are faced by a pack of kamikaze-like kiddies zooming through the pits mounted on buzzing minis. Jumping aside, so as to avoid possible damage upon your bod by these killers, you realize that you have had your first confrontation with the animal *Yammis Paininbuttis*, or, in less scientific jargon, the punk kid let loose on the population of the track with a weapon of unimaginable potential danger, i.e., the proverbial mini-bike.

Picking yourself up, you resolve to remain alert to all such gentle (seemingly, that is) buzzings in the future. A quick look at the ole watch and a more accurate growl from the ole stomach tell you it's time for breakfast.

You make your way to the concession stand and proceed to wait at the end of a slow, long line. Wait, wait, wait. At length you find yourself facing the smiling concession stand girl.

"What will you have?"

"A coffee and two doughnuts, please."

Assorted mumbo-jumbo and, behold, a coffee and two doughnuts within your grasp.

"That'll be eighty-seven cents."

Reaching into your pocket, you find you have an overabundance of the wrong change. A full scale dragnet of your pocket follows, with no results. You know it's in there. Search, search.

About this time, you begin to notice that the guy behind you, who somewhat resembles a cross between Jocko the Smoking Monkey and a hungry Neanderthal, is voicing a very ugly growl, seemingly directed at you. This looks like a job for super chicken.

"Uh...I guess I don't have it."

With this act of cowardice, but moreso intelligence, you return to the end of the line and repeat your prior wait.

Finally, you emerge with your beloved and hard-earned meal. Ah, at last. At that moment, your eyes pick out and focus on a particularly bra-less and definitely interesting pit tootsie. Drool. Drool. Lust. Lust.

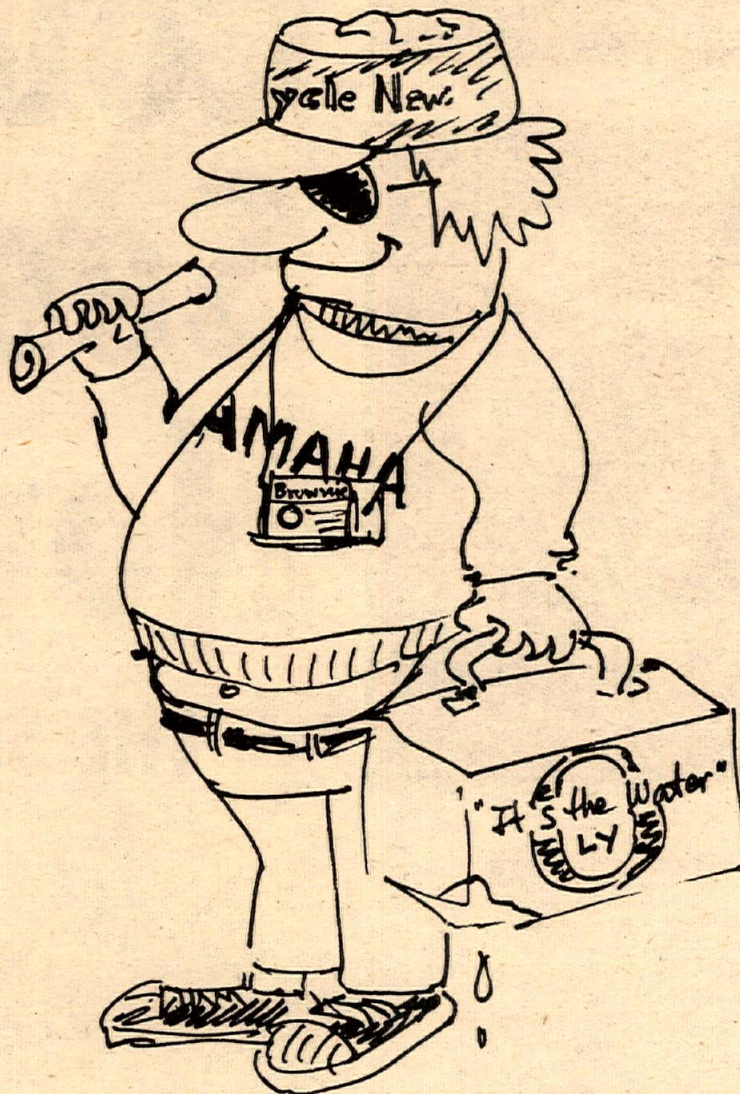


Illustration by John Huetter.

MX SPECTATOR

by themselves, set upon making asses of themselves before the general public. I have known previously normal motocross fans (or, at least as normal as anyone associated with the sport can be) who have been driven even further into the dark and dreary dregs of insanity after prolonged exposure to these menaces.

Each track has its own, and if you are as seasoned as myself in such matters, you find there are two basic types of so-called "announcers" to be dealt with. The first is the kind that has no knowledge at all of what is going on and is about as informative as a Chinese phone book. His Typical Dialogue goes something like this:

"Hi, there MX fans, here we are at...uh..." (He turns to the other

(Remember folks, this is your friend and golden voiced good-guy, Mouth Loud Talk, whose motto is 'Power to the P.A! Ha, ha, ha.), and I just want to take this moment to thank...oh, uh...looks like Fred ate it in the back straight and was passed by somebody on a Maico...but like I was saying...uh...oh yeah, I would like to take this moment to thank all...oh, Fred's got the lead again...to thank all those that made my appearance possi...somebody on a Suzuki in the lead now...possible today. I think of all those involved, it was...by the way there was a four-way tie for first...it was my mother who contributed the most. As a matter of fact I was talking to her the other day and she says, "Sonny". She calls me that...")

Gee-whiz-golly-jeewillickers this is a nice spot, you think. No people, nice view of an off-camber jump. Really nice. Wonder why nobody else took it? Oh, well, who cares. Ahhhh, peace at last.

At exactly this moment (peaceful as it may seem) you find yourself viewing the underside of a — despite claims made by manufacturers — very heavy Husky about to use your personage for traction. So that's why nobody took this spot.

A few broken ribs and a permanent imprint of a Trelleborg knobby don't feel so bad as you ride to the hospital in the back of the ambulance, and you smile foolishly. For you know you've really taken the easy out, as there is always a big traffic jam after the races.

And so ends my warning to potential spectators. Believe me, I know, motocross can drive you...whoops, I must conclude quickly now, those funny men are coming to slide my food under the door, and I'm not allowed sharp instruments like a pen. I think this time I'll make a paper airplane out of it and throw it out the window, the last one didn't taste too good and I burped all night.

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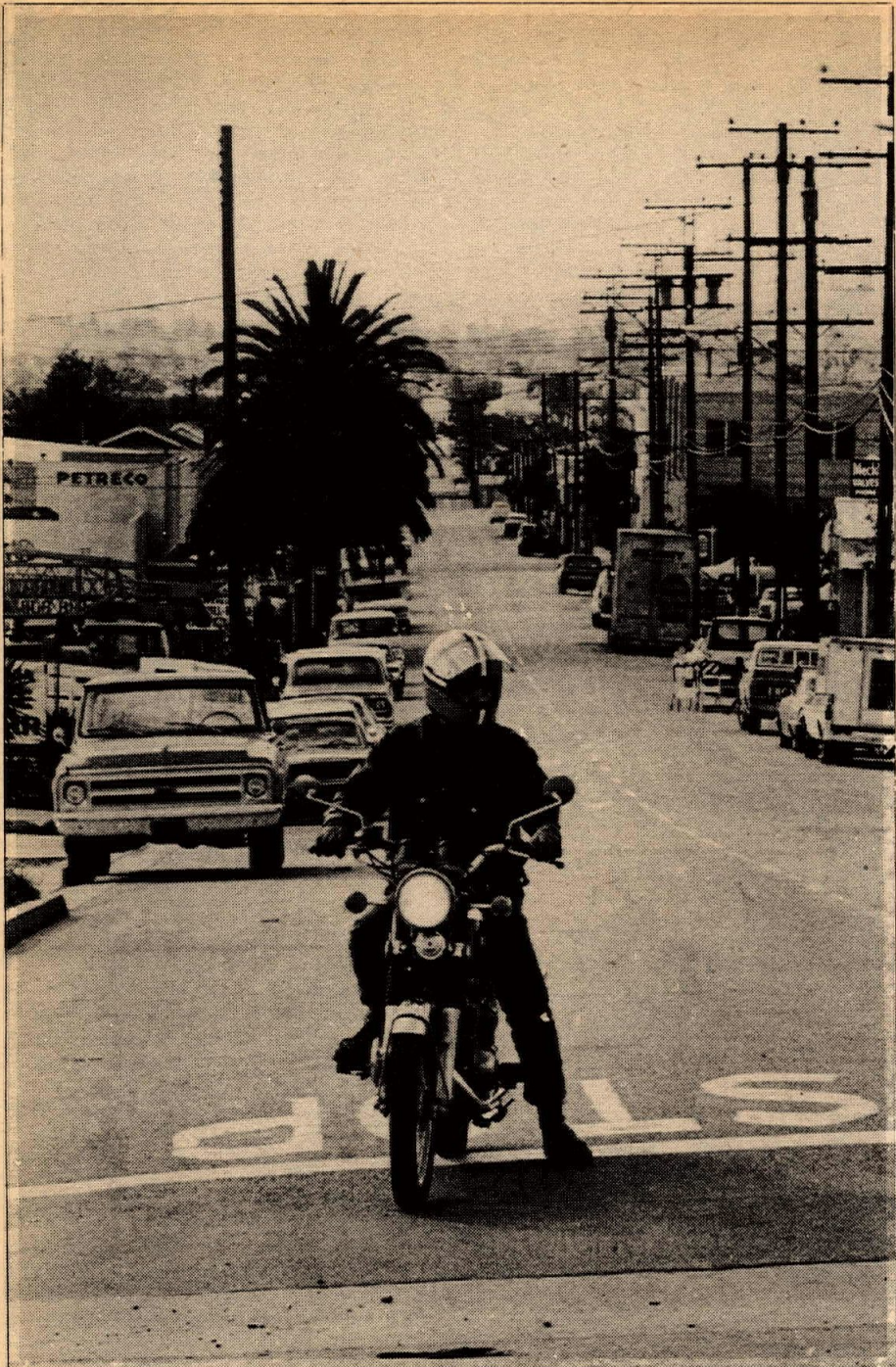
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Stopping is excellent, but top speed is only about 85.

by Art Friedman

It was the original pistol. A 250cc weapon capable of making itself felt by whatever came up against it. Six second 0 to 60 times, wheelies in three gears, explosive acceleration. When you think you've seen it all, shift into sixth. It was that kind of bike; very intense. No three fifty could match it, and even 500's lived in fear. It was years before any 250 dared cross its path. It was the X-6 Hustler, Suzuki's proof that there was indeed a substitute for cubic inches.

The X-6 was a fly-weight firebreather, a machine bred with performance taking precedence over anything. Which makes its descendant, the subject of this test, something of a surprise. The GT-250 bears only a vague outward resemblance to the X-6. Compared to its progenitor, the GT-250 is a sissy. No tire-smoking, wheel-standing, hairy-chested antics for this kid. No way.

It may be a slug, but it's a refined slug. "You go ahead and smoke the fellas, Mom, I think I'll just kind of relax and take a nice quiet ride."

This mild mannered little dear seems to believe that a 250 should stay in its place and not go creating a row. Oh sure, it can be fun to ride around town, but it should be quiet and docile. Handling and stopping well is a good idea, but it should be kind of gentle to ride and, you know, comfortable. And well, gee, it shouldn't be a show-off.

The radical difference in the Suzuki Hustler family can't be traced to their engines. The two units look about the same. This year the GT-250 has received the same "Ram-Air Cooling" shroud that is found on the larger Suzy street bikes. In all other ways, however, it looks like last year's 250. It is still coupled to the six-speed gear box which seems rather strange because of the change in performance characteristics.

The performance decrease has its origin in the carburetors. The throttle slides have been lengthened slightly and now don't pull all the way out of the venturi. In other words, the throttle doesn't open all the way. The 26 millimeter Mikunis are effectively made about 20mm Mikunis, and engine performance goes away. The GT-250 is redlined at eight grand, but it won't pull above 6,800. In the higher gears it won't

pull above 6,000 RPM. Claimed maximum horsepower is 31 at 7000 RPM. The engine has a governor and doesn't put out the ponies that lurk inside.

Other things limit the Suzuki 250's performance as well. It has gained weight. The conversion from T250R Hustler to GT-250 mild mannered street bike has put on 20 pounds. It isn't that much, but combined with the loss of horsepower it has a way of making itself felt.

When you first see the machine you realize where the weight comes from. "That is a big bike for a 250!" said one staffer at first glance. More size means more weight. It comes in the form of a bigger seat, more gas capacity, the ram-air shroud, bigger instruments, better brakes, in short a more pleasant machine is what the changes in the GT-250 Hustler (it bears the same name) are all about.

Everybody's doing it. Suddenly performance doesn't really matter and most of the bikes coming out of Japan are down on performance and up on pleasantness. Suzuki has gone farther in this direction than most anybody. It is comfortable. The long, wide seat is properly stuffed and gives you and your pillion pal no cause to dislike it. The bars were well-placed, but the grips were a tad small and made of the same hard rubber as most Japanese grips. The non-folding footpegs fits us all, but our tallest (6'2") staffer found that the position forced him to keep slight pressure on the brake pedal at all times.

There was some vibration, but it wasn't intense enough to fatigue. Like all Suzuki's street bikes it was quiet enough that you could wind it out in a hospital zone without being conspicuous. Fender protection was excellent, something we were particularly appreciative of during Southern California's recent monsoons.

The gas tank holds a healthy 3.9 gallons without being obnoxious about it. We found that it held 3.9 gallons when dry at the same time that we discovered that it would go only eight miles on reserve. It went between 30 and 40 miles on a gallon of gas and can manage 140 miles before you have to find a gas station. The vacuum type petcock (pioneered by Suzuki) is very

Gosh If Mom Could See Me Now!

THE SUZUKI GT- 250

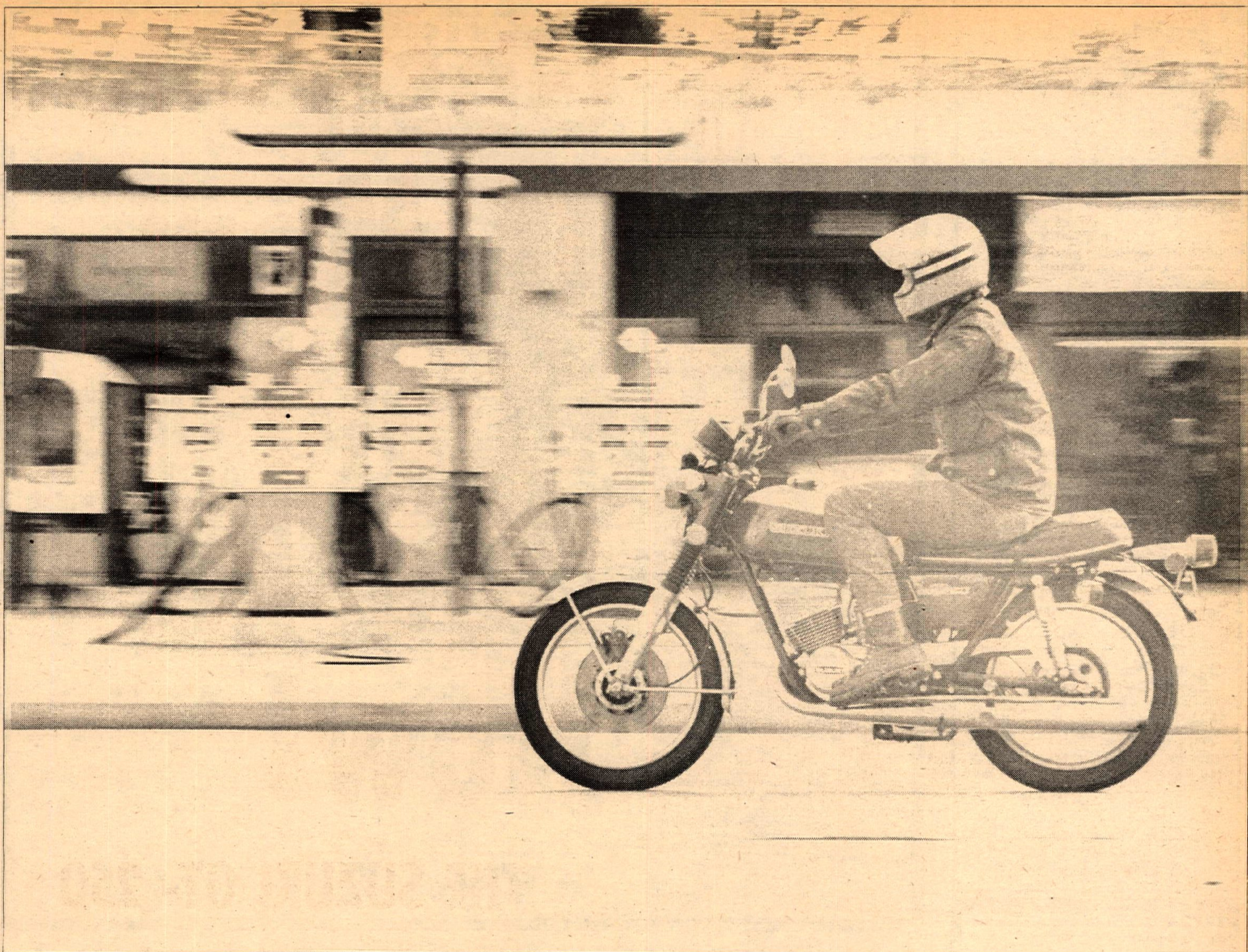
handy if you are the lazy or forgetful type and wish to avoid flooding your crankcases.

Despite all its touring-like accouterments, the GT-250 is not a touring machine. It doesn't have the necessary beans to go rushing around a car in a high-speed pass situation. However, it is at home enough on the freeway to provide the commuter with daily transportation.

It will serve the daily rider in other ways. One kick *always* brought it to life, and it was prepared to set off immediately with no further fuss about warm-up. It never fouled a plug or even thought about it. Nothing caused it to stop running. It used almost no oil at all. In fact, the oil tank stayed full for so long that we began to wonder if the line might be plugged. The fact that, for all intents and purposes, it didn't



The GT-250 is an ideal around town machine.



You can drive right by gas stations. The tank will take you 140 miles before you have to stop.

Photos by Dave Schoonmaker & Art Friedman

What Happens When a 250 Gets Toned Down?

smoke, did nothing to make us less curious or fearful. After almost 1000 miles, the oil tank finally asked for another quart and we went back to enjoying it. It sure is nice to not leave a cloud behind as you go flailing away from a stop, and Suzuki's "Posi-force" lubrication system put the oil where it does the most good.

The handling and brakes were all that they needed to be and more. The suspension is a proper match of comfort and control. Steering is quite neutral with no tendency to fall in or resist turning. Bumps never send you anywhere that you didn't intend to go. It was nearly impossible to ground the GT-250 with the stock tires. The drawback to the good handling is that it makes you wish for more power.

The new front disc brake is also more

than adequate for the power and 350 pound weight of the machine. The GT-250 is the smallest street machine to get a disc brake so far, and it demonstrates that a disc is a good idea on a small machine, too. The disc would squeak occasionally, but only when applied quite lightly. Like the front disc, the cable operated rear drum brake could lock the wheel whenever you felt like it. Both were progressive and controllable.

The other controls varied. The clutch was very light and never slipped or grabbed, despite being treated to several long sessions of burnouts and wheelies by one staffer. Throttle response was affected by the change in carburetion since the only place where the machine comes on the ports is out of range of what power band that the carburetion

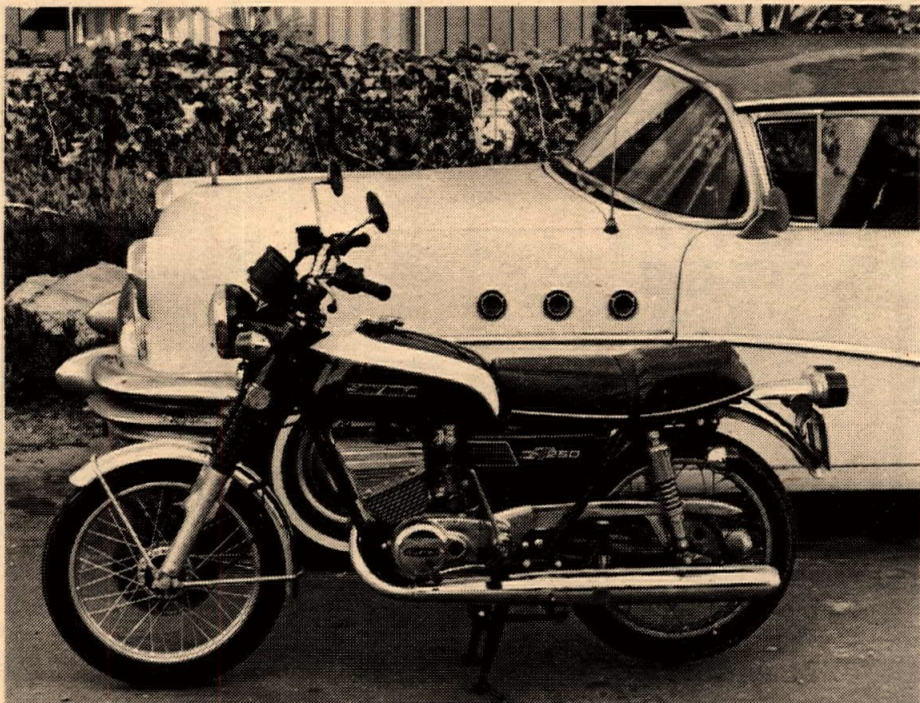
allows. Beyond the changed carburetors there still lurks a peaky engine. Changing the slides wouldn't hurt a thing. In fact, we intended to do it ourselves, but the slides never arrived at our dealer while we had the bike.

The transmission is still a six-speed and still works very well. Low is low enough to do wheelies just by hammering on the throttle, and sixth is an overdrive. Locating neutral is easy.

Among other things that caught our attention around the machine were the horrible fake louvers on the oil tank and tool box cover. They are quite ugly. The headlight is fair, but the taillight is Suzuki's neat double bulb job that gives you a back-up bulb and a chance to find and replace a blown bulb before you get rear-ended. The big instruments are nice, but tend to be slightly erratic. Two

of the bulbs in the instruments went *poof* as did the low beam filament.

At the end you are left wondering whether there is a place for a de-intensified 250. Should the toning-down formula be applied to a 250? Maybe. We certainly liked the added comfort and range that comes with the bigger seat and tank, and we didn't regret the weight. But the engine seems contradictory because it still is the same old snappy Hustler with a little less throttle. To make it successful as mild-mannered around-towner, the GT-250 needs some engine redesign of porting and such. Otherwise, the slides should be changed and the Hustler should go back to being the flashy wheelstanding breath-taker that it once was. It is still the off-spring of Hustler, but it feels a little schizoid about it.



The machine is large for a 250. The seat and tank are big and the machine is tall. All this is done without doing anything unseemly with the styling except for the ugly fake louvers on the side panels.

SPECIFICATIONS

ENGINE:

Type	Two cylinder, air cooled two stroke with piston port induction
Bore x stroke	54 x 54 mm
Displacement	247cc
Compression ratio	7.5:1
Claimed BHP	31 @ 7000 RPM
Carburetion	(2) 26mm Mikunis
Oil capacity	2.3 pts.
Recommended fuel	Regular
Ignition	Battery-coil
Starting	Kick
Shift pattern	Left foot, up for up, 1-N-2-3-4-5

WHAT'S MORE:

Weight	About 350 lbs.
Wheelbase	51.75 in.
Length	80.5 in.
Width	32.1 in.
Tire size, front	3.00 x 18
Tire size, rear	3.25 x 18
Fuel capacity	3.9 gal.
Gas mileage during test	30-40 MPG
Miles recorded during test	1032
Suggested retail price	\$810

Regularly Scheduled EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT
Perris Raceway T.T. Scrambles.
Gates open 5:00 pm. Sign-up closes
7:30 pm. All classes. Members
\$3.50. Non-members \$4.50.
Silencers required. Limited entries
due to curfew. Info. (714)
657-3678.

EVERY SATURDAY
MORENO VALLEY M.C.
Beginners and Juniors Motocross,
Gate \$2.00, Entry \$4.00, Sign in
7:30, Race 9:30. All classes. 33%
Trophies. De Anza Cycle Park, 3
miles past Sunnymead on U.S. 60.
Take Theodore off-ramp to
Ironwood and follow signs.
Information: 714/653-2633.

FIRST & THIRD SUNDAYS
Motocross. Lake Dolores, approx.
15 mi. east of Barstow off Las
Vegas Fwy I-15. Take Minneola
off-ramp. Lined. 8am sign up. 10am
race. \$3.25 ride. \$1.50 and 75¢
watch. Primitive camping. Fishing.
For info, call 714/254-2041.

EVERY SUNDAY
CRA Motocross at De Anza Cycle
Park 10 Miles East of Riverside on
U.S. 60 — Take Theodore
Off-ramp. All classes including
Minis. Sign 7, practice 8, race 9. \$2
Gate, \$4 Race. Minimum 33%
trophies. CRA Information (714)
849-8481.

EVERY SUNDAY
Motocross racing at Arroyo Cycle
Park. Gates opens 7 a.m., practice
7:30, race at 9:30. Call
714/887-2714 for information.

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NATIONWIDE CALENDAR

Feb. 18

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
St. Petersburg, Florida. Purse: \$2,400.

Feb. 25

AMA ASCOT TT, Gardena, Cal. Start 2 p.m.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Hialeah, Florida. Purse: \$2,400.

March 4

AMA NATIONAL ENDURO, 100 mi Stone
Mountain Decatur, Georgia.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans
AMAs. Ft. Pierce, Florida. Purse: \$2,400.

March 4-11

DAYTONA SPEEDWEEK

March 4: Registration and tech. for Ex and Jr.
March 5: Registration and practice
March 6: Registration and practice
March 7: Sportsman race at noon at
Speedway and ST at Memorial Stadium at 8
pm.
March 8: Alligator Enduro starts at 9. Heats
for Novice Race at 8. Heats for Combined at
10. Qualifying for Ex and Jr.
March 9: Practice at 10 for Ex and Jr.
Registration for MX and ST at 1. Novice race
at 1. Junior race at 3. ST at Memorial St. for
Ex and Jr. at 8 pm.
March 10: Combined race at 10:30. MX
practice at 12:30. MX at 2. ST at Memorial
St. for Ex and Jr. at 8 pm.
March 11: Prac at 9:30. Start of 32nd
Daytona 200.

March 18

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
New Orleans, Louisiana. Purse: \$1,800.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Charlotte, N.C. Purse: \$1,800.

AMA ASCOT 100 LAP TT, 1st AMA
Regional. Gardena, Ca. \$3,000 purse. 2 pm.

March 19

DEL WEBB DESERT RACE (MINT 400),
near Las Vegas, Nevada. Mint Hotel, Las
Vegas, Nev., 89101.

March 25

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Memphis, Tennessee. \$1,800.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Houston, Texas. \$1,800.

March 31

ISDT QUALIFYING, two day qualifying
trials, Fort Hood Dirt Riders PO Drawer A,
Fort Hood, Texas, 76544.

AHRA FUEL AND GAS DRAG BIKE
NATIONAL, Beeline Dragway. \$4,600 purse
Scottsdale, Ariz.

April 1

AMA NATIONAL ROADRACE, Dallas,
Texas, \$25,000 purse.

RED GARTER AMA NATIONAL ENDURO,
Dirt Diggers. 125 miles. Ballinger Camp
Ground.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Sligo, Kentucky. \$1,800.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Phoenix, Ariz. \$3,000.

April 7

ISDT QUALIFYING, two day qualifying
trials, Midwest Enduro Team, Potosi Stump
Jumpers, 106 E. High St., Potosi, Missouri
63664.

April 8

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Washington, Indiana. \$1,800.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
San Bernardino, Cal. \$1,800.

AMA PRO HALF-MILE, San Jose
Fairgrounds, San Jose, Cal. \$1,200. Start:
2:15, watch \$4. 295-3050.

April 15

AMA NATIONAL ENDURO, Toledo, Ohio,
100 miles.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Bloomington, Indiana. \$2,000

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Santa Maria, Cal. \$1,800

April 22

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Butler, Indiana. \$1,800

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Livermore, Cal. \$1,800

April 29

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Medford, Oregon. \$1,800

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Canal Fulton, Ohio. \$1,800

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Lawrence, Kansas. \$1,800

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Whitney, Texas. \$1,800

May 6

AMA NATIONAL ENDURO, Shelby, Ind.
150 miles.

AMA NATIONAL ROADRACE, Ontario,
Cal. \$25,000 purse.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Laurelville, Ohio. \$1,800

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Portland, Oregon. \$1,800

May 12

ISDT QUALIFYING ROUND, Motorcycle
Activities Club, Box 652, McMinnville, Ore.,
97178.

May 13

HALF-MILE, San Jose, Cal. \$12,000 purse.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Youngstown, Ohio. \$1,800

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Puyallup, Washington. \$1,800

May 19

ISDT QUALIFYING ROUND, Pacific
Northwest Trails Assoc. Box 131, Weston,
Ore. 97886.

May 20

AMA NATIONAL ENDURO, Bristol, Virginia,
150 miles.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Salt Lake City, Utah. \$1,800

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Pocono, Pennsylvania. \$1,800

May 27

AMA NATIONAL ENDURO, Columbus,
Ohio. 250 miles.

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Phoenix, Arizona. \$1,800

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Clifford, Pennsylvania. \$1,800

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Linnville, Ohio. \$2,500

May 28

AMA MOTOCROSS QUALIFYING ROUND,
determines starters for Inter and Trans AMAs.
Proctorville, Ohio. \$2,000

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Silencers Mandatory. Regular Sportsman
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Practice 8 am. Sign-up closes 8:45. First
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Mar. 11 — Indian Dunes, Shd. Glen
Mar. 18 — Rawhide

*Series points earned

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Sportsman classes \$5.00 mail, \$10.00
Post. Senior \$10.00 mail, \$15.00 Post.
No post entry fee to new membership.
All mail entries must be received no later
than Friday's mail before each event.
Gates open 6:30. Practice 8 am, sign-up
closes 8:45. First race 9 am, 3 A.M.E.
number plates required.

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WEDNESDAY, FEBRUARY 21

ENTRIES CLOSE, for Daytona Amateur events. AMA, Box 141, Westerville, Ohio.

THURSDAY, FEBRUARY 22

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. \$3 mem., \$3.50 non. \$2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, FEBRUARY 23

INDOOR SHORT TRACK, Sonoma County Fairgrounds Exposition Pavilion, Santa Rosa, Cal. Ex: 200 & 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. \$2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

SATURDAY, FEBRUARY 24

INDOOR ST ON DIRT, Surrey Fairgrounds, Cloverdale, B.C., Canada. 25 min E of Vancouver. \$3 mini, \$5 125 & 250. Mail to 106 E. 35th, Vancouver 15, B.C., Can. Sign 5, prac 6, race 8. Guar. \$125 purse.

CUSTOM CYCLE AND CAR SHOW, Earl Warren Showgrounds, Santa Barbara, Cal. Mail to Box 400, Maywood, Cal. 90270. 213/588-7310.

AME MOTOCROSS, Double Crosser's MC, Carlsbad, Cal. Beg: Jr; Mini; Oldsters; PP; Sr. Trophies. Mail \$5 to DCMC, 1313 W. Jacaranda Pl., Fullerton Cal., 92633. \$7 post. AME memb. Open: 6:30, prac: 8, race: 9. 714/525-2163.

CORONA MOTOCROSS, Corona, Cal. Open: 8, race: 9:30. Watch: \$2, enter: \$3.

MOTOCROSS, DeAnza Cycle Park, Beg/Jr. Sign: 7:30, race: 9:30. Gate: \$2, enter: \$4.

CRC MOTOCROSS, Arroyo Cycle Park, Devore, Cal. Beg: Nov; Int; Ex: young; old; PP; mini, enter: \$5, trophies same day 40%. 714/688-1291 or 213/830-7519.

MOTOCROSS, Edwards AFB, 17 mi E of Rosemond on Edwards at the corner of Lancaster and Forbes, Sign: 8, race: 10 \$2.50 ride, watch free. Call Chuck at 805/258-6864.

BENEFIT SCRAMBLES, Pioneer Arena, Oakdale, Cal. D-36. Donation: \$2.50. Sign: 5, prac: 6, race: 8. 209/869-1457.

CUSTOM CAR AND CYCLE SHOW, Earl Warren Showgrounds, Santa Barbara, Cal. Mail to Box 440, Maywood, Cal., 90270. 213/225-2125.

CHAMPION MARATHON, Candlestick Park. Watch: \$1.50. 415/327-4461 or 961-5807.

ASCOT MOTOCROSS, no licenses. Sptmn: \$5, Ex: \$10, 100% payback. Open: 9, race: 11 am. 213/321-1610.

AME MOTOCROSS, Indian Dunes, Shadow Glen, Valencia, Cal. Beg/Jr/Int/Sr/Mini/PP/Oldster. Sptmn: Mail \$5, \$7 post, Sr: mail \$10, \$12 post to 13004 S. Washington, Hawthorne, Cal., 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

SUNDAY, FEBRUARY 25

SCRAMBLES, 5 miles E on Hwy 503, Woodland, Wash. Woodland Winter Track. 206/225-2125.

MOTOCROSS, Spillway Park, Santa Maria, Cal. Santa Maria MX. Sign: 7, prac: 8, race: 9:30. Enter: \$ cancelled, gate: 1.25. camping. 805/937-5704.

D-36 INDOOR SHORT TRACK, Washoe Co. Fairgrounds, Reno, Nevada. C-traction. minis/pp. Sign: 9, prac: 10, race: noon. 702/329-7738 or 358-4957.

MOTOCROSS, Manning Cycle Park, Utah. SRA 100/125/200/250/Open. Nov/Am/Ex Muffler.

CRA MOTOCROSS, De Anza Park, Hwy 60, approx. 10 mi E of Riverside, take Theodore off ramp. Gate: \$2, enter: \$4. All classes. Sign: 7, prac: 8, race: 9. 3/15 min. motos 33% trophies. 714/849-8481.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. Regular Saturday event with 100% trophies to finishers. Box 663, El Toro, Cal. 92630.

AME MOTOCROSS, Double Crosser's MC, Carlsbad, Cal. Beg: Jr; Mini; Oldsters; PP; Sr. Trophies. Mail \$5 to DCMC, 1313 W. Jacaranda Pl., Fullerton Cal., 92633. \$7 post. AME memb. Open: 6:30, prac: 8, race: 9. 714/525-2163.

CMC MOTOCROSS, Indian Dunes, Valencia, Cal. Sptmn: \$5 mail, 5 days prior to Box 1402, Costa Mesa, Cal. 92727. \$10 post. Ex: \$10 mail, \$15 post. Gate 6:30, prac: 7:30, sign: 8:30, race: 9.

CRC D-37 SCRAMBLES, 395 Cycle Park, Adelanto, Cal.

ROUGH SCRAMBLES, Hayward Speedway, 3800 Depot Rd., Hayward, Cal. \$2.50 ride or watch. Kill buttons and silencers.

D-36 MOTOCROSS, Oasis Rcw, Hwy 20 btwn Williams and Clearlake. Sign: 7:30, prac: 8, race: 10. Enter: \$4, watch: \$2. No minis. 707/462-1672.

CVMC MOTOCROSS, Seaview Park, Salton Sea, Cal. Enter: \$3.50, watch: \$1.50. Prac: 7:30, race: 9. Take 111 from Indio towards Salton Sea, left on Cleveland. 714/347-8401.

ACE MOTOCROSS, Saddleback Park. 50% back to Srs. 40% trophies Jrs. Pro/Sr: \$10. Jr: \$5 mail to ACE, Box 174, Newhall, Cal. or \$8 post. 213/362-2515 or 805/259-8007.

SCIA TRIALS, Reche Canyon, take Washington ramp from Riverside Fwy btwn Washside and Colton, then East, limed from there. Sign: 8, meeting: 9. Memb: \$3, non: \$6. 714/830-1937.

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. \$2.50 ride or watch. 209/537-6206.

CRC MOTOCROSS, Carlsbad Rcw, Carlsbad, Cal. 40% trophies Beg; Nov; Int; Ex: young; old; PP; mini. 714/688-1291 or 213/830-7519.

MINIBIKE AND CYCLE MOTOCROSS, Indian Dunes, Valencia, Ca. Start 9am. 805/259-8000.

AME MOTOCROSS, Arroyo Cycle Park, Devore, Cal. Beg: Jr; Int; Sr; Mini; PP; Oldster. Sptmn: \$5 mail, \$7 post, Sr: \$10 mail, \$12 post to 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

D-37 TT SCRAMBLES, CRC, 395 Cycle Park, Adelanto, Cal. Sign: 7:30, prac: 8, race: 9:30. 714/688-1291.

MINI-BIKE AND CYCLE RACES, Saddleback Park, Irvine, Cal. MWRC Sign: 8:30, close: 10. 552-7643.

MINI-MOTOCROSS, Saddleback, Irvine, Cal. Sign: 8:30. Enter: \$3, \$4 (non memb.) 213/887-9739.

YREKA MOTOCROSS, Shasta Valley Rcw. Fort Jones exit off I-5. \$2, ride or watch. Open 8, prac: 8:30, race: 10. 916/842-5711 or 842-2651.

MOTOCROSS, Marysville, under the tenth street bridge. Sign: 7, prac: 9, race: 10. Enter: \$4.50. 916/673-7767.

D-35 MOTOCROSS, limed from Hart Park and Lake Ming about 5 mi E of Sprockets Park, Bakersfield, Calif. Enter: \$3, sign by 9:30, race: 10. 805/327-2031.

D-37 MOTOCROSS, Elsinore Rcw., Elsinore, Cal. \$1.50 gate & \$5 race. Sign: 7:30, prac: 9, race: 9:30. 3/15 min motos. 714/524-3383.

HARE SCRAMBLES, Sandblasters MC, limed from Ridgecrest, Cal. 10 am. D-37. 714/377-4129.

MARATHON, Santa Clara Fairgrounds, Tully Rd off Hwy 101, San Jose. Open: 8:30, 125: 9:30, 250: noon, Open: 2:30. Enter: \$6, watch: \$1, 2 man, 2 hour.

AMA ASCOT TT, Gardena, Cal. Start 2 p.m.

DRAG HILL CLIMB, De Anza Cycle Park, 10 mi East of Riverside Fwy. on Hwy 60. Take Theodore Off Ramp. \$2.00 Gate, \$4.00 entry, \$1.00 spectator. Sign-up: 7:00 - 9:00 A.M. Automatic kill switches required, no chains. 213/923-2980.

TEAM ENDURO-X, Aisergrove, Cal., Jackman Road Pit. Above and below 400cc, no classes. 2 riders. CMA memb. 434-0285.

MOTOCROSS, Muntz Cycle Park, Mar-Ke Prod. Mini 60/80 Beg. 100-125-250, Jr&Sr 125-250-500. Enter: Sat. 12-4 Sun 7-8:30. Limited Entry Mini \$5, Beg & Jr \$7, Sr \$8. Info: 213/980-1143 or 805/529-9546.

THURSDAY, MAR. 1

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. \$3 mem., \$3.50 non. \$2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 2

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 & 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. \$2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

EVEL KNEVEL JUMPS, at the Nassau (NY) coliseum.

BICYCLE (CHOKE) MOTOCROSS, on Pac. Co. Hwy. about 4 1/2 mi N of Mailbu Cnyn turnoff. Turn right off Highway into Sycamore Park (at bottom of hill before the Holiday House Restaurant). First house on the left in Sycamore Park. Sign: 6, race: 7. Beg: Nov; Am; Ex; Sidehack. 3 motos. Am: 25 cents, Ex: 50 cents. 100% payback to Am & Ex. Trophies for each class. Must have release. 213/457-7142.

SAT. & SUN., MARCH 3 & 4

GRAND PRIX, Osteens Park, Pomona, Cal. \$4,000 cash to Ex and 2,500 in contingencies. Fast 5 mi course. Entries close Feb. 27 to Mike Plunkett, 700 Ocean Dr., Oxnard, Cal., 93030. Sptsmn: \$10, Ex: \$15. 805/985-1033.

EUROPEAN SCRAMBLES, marked from Calif. City. Beginners, 5 races or less. \$6 post only. 8 mi course. 100/175/250/500. 213/362-2515 or 805/259-8007. Prac: 7, race: 9.

SATURDAY, MAR. 3

CORONA MOTOCROSS, Corona, Cal. Open: 8, race: 9:30. Watch: \$2, enter: \$3.

AME MOTOCROSS, Indian Dunes. Beg: Jr; Int; Sr; Mini; Oldsters; PP. Sptmn: \$5 mail, \$7 post. Sr: \$10, \$12 to Indian Dunes MX, Box 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

AME MOTOCROSS, Double Crosser's MC, Carlsbad, Cal. Beg: Jr; Mini; Oldsters; PP; Sr. Trophies. Mail \$5 to DCMC, 1313 W. Jacaranda Pl., Fullerton Cal., 92633. \$7 post. AME memb. Open: 6:30, prac: 8, race: 9. 714/525-2163.

AC MOTOCROSS, Saddleback Park, Arroyo, Cal. regular Saturday event. Box 663, El Toro, Cal. 92630.

TT SCRAMBLES, Perris, Cal. Open: 5, minis 6, prac: 7:30. Silencers. Limited entries. 714/657-3678.

CRC MOTOCROSS, Arroyo Park, San Brdoo, Cal. Beg: Nov; Int; Sr; young; old; PP; mini; 40% trophies. 714/688-1291 or 213/830-7519.

DESERT RACING ASSOCIATION. Another Desert Race. Nov 10 am, Beg 10:20. Limed from Lucerne to Soggy Dry Lake. Beginners & Novices only. Trophies, finisher pins. All classes. -16 & Over 35. Info: DRA, P.O. Box 437, Rancho Mirage, Ca. 92270. (714) 346-9335. YES! This IS A SATURDAY Race!

D-37 TT SCRAMBLES, Corona Rcw, Sandak. Sign: 4 pm, prac: 5 pm, race: 6 pm. 714/870-5220.

SUNDAY, MARCH 4

MRA MOTOCROSS, Motocross Park, White City, Ore., near Medford, Oregon.

SCRAMBLES, Delano, Cal.

SCRAMBLES, Cycleland Speedway, 14 mi S of Chico on Hwy 99E. Sign: 10, prac: 11, race: noon. \$2 ride or watch, tires optional (huh?) 916/342-9302 or 4216.

ENDURO, Coyote 100, D-37. Send \$6.50 and 2 SASE to Chapparals MC, Box 402, Corona, Calif 91720. \$2 extra for 3 man teams, fath r/son, Bud/Ellice teams no extra. 714/35-3249 or 528-3007.

MINI-MOTOCROSS, NMA, Indian Dunes. Sign up: 8:30. \$3 enter (memb), \$4 (non).

MOTOCROSS, Spillway Park, Santa Maria, Cal. Beg: Jr; Int; Sr; Mini; Oldsters; PP. Sptmn. mail \$5, Jr: \$10 to Spillway Park, Santa Maria, Cal. \$10/\$15 post. Open: 6:30, prac: 8, race: 9. AME

MOTOCROSS, Arroyo Cycle Park, San Brdoo, Ca. 100% cash back to Experts, 50% trophies. ARA membs. get discount. No license. Prac: 7:30, race: 9:30. Info: 714/887-2714.

D-37 TT SCRAMBLES, Corona Rcw, Sandak. Sign: 7 am, prac: 8 am, 9 am start. 714/870-5220.

DRA Desert Racing Association
By Popular Demand
Presents
ANOTHER DESERT RACE!
One 38 mile Fun Loop

Beginners & Novices Only
Super Trophies-Finisher Pins
All Class Sizes Plus
-16 & Over 35

Novices: 10:00 AM.
Beginners: 10:20 AM.

SAT. ★ MARCH 3 ★ SAT.

Info: (714) 346-9355
Lime From Lucerne
To Soggy Dry Lake
4-Wheel Rescue Crews—
SCAT Radio Crews—
Ambulance—Catering—Restrooms
P.O. Box 437,
Rancho Mirage, Ca. 92270

Overnight Camping
20% Trophies

**RAWHIDE PARK
ELSINORE
MOTOCROSS**

Feb. 25
Mar. 11
Mar. 25
Apr. 8
Apr. 22

**40%
TROPHIES**

Beginners-Novices-Intermediates
Seniors-Powder Puff-Mini-Oldtimers

2 1/2 miles east from Hwy. 71-74 —
840 acres of family fun & motocross —
Open 7 days a week —
Course under sprinklers — \$6.00
(213) 921-5466 Mail Entry

CRC California Racing Club
(membership not required)
BEGINNER & NOVICE
Powder Puff * Mini * +35 * -16
Intermediates * Seniors
MOTOCROSS
SUNDAY, Feb. 25
CARLSBAD

Mar. 4 — Rawhide
Mar. 11 — Arroyo
Mar. 18 — Indian Dunes

40% BRASS
of entry
(714) 688-1291—(213) 830-7519

**American
Moto Cross Club Inc.**
FOR: BEGINNERS, NOVICES,
JUNIORS & THOSE WHO
HAVE NEVER RIDDEN
IN AN EVENT
Presents

Feb. 24 — MX Saddleback Park
100% Trophies
Mar. 3 — MX Saddleback Park
Mar. 11 — MX Saddleback Park

WRITE FOR FREE INFO PACKAGE

Bike must have SILENCERS and 3
NUMBER PLATES. AMC
membership required. Gates open at
6:30 A.M. Race starts 9:00 A.M.
Entry by advance mail \$5.00. Mail
entry closes 2 days before event. Post
\$10.

P.O. Box 663, El Toro, Ca. 92630

J. AGAJANIAN'S

Ascot

CYCLE EVENTS
CHRIS AGAJANIAN
presents
MOTOCROSS
EVERY SATURDAY
Gates open 9:00 am — Race 11:00 am
NO LICENSE REQUIRED
Medical Insurance
non deductible \$3,000 coverage

Entry fees:
Seniors \$10 (100% payback)
All others \$5
FREE PARKING
Pit and front gate joined

Adults \$3
Juniors \$2
Children \$1
Kiddies under 8 FREE
Info: (213) 321-1610

AMA TT STEEPLECHASE
SUNDAY,
FEB. 25

First race 2 pm
Adults \$3.50
Juniors \$2.50
8 — 12 \$1.00
Under 8 FREE
ALSO

March 18
100 LAP TT-AMA
REGIONAL
\$3000. purse

(Top 16 Junior and Novices
qualifying Jan 14 and Feb 25 to
compete in March 18 100 lap
program.)

MOTOCROSS, French's Resort, 8 miles S of Garberville, Ca., on 101. Sign: 7, prac: 8, race: 10. Ride or watch: \$3. 707/442-6296 or 442-9595.

MOTOCROSS, Argyll Park, Dixon, Ca. D-36 points. Nov/Am/Ex. 916/481-6560 or 678-2809.

CRA MOTOCROSS, De Anza Park, Hwy 60, approx. 10 mi E of Riverside, take Theodore off ramp. Gate: \$2, enter: \$4. All classes. Sign: 7, prac: 8, race: 9, 3/15 min. motos. 33% trophies. 714/849-8481.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptsmn: \$5 mail, \$10 post, Ex: \$10, \$15 to Box 1402, Costa Mesa, Cal. 92727. Gate: 6:30, prac: 7:30, sign: 8:30, race: 9, 100% back to Srs.

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. \$2.50 ride or watch. 209/537-6206.

CALIF. CHAMPIONSHIP EURO SCRAMS, \$500 purse to Ex or 50% payback. 50% back to Am. 100% trophies to Nov. Marked from Calif. City. Course for minis, \$5. Ex: \$10, Am: \$8, Nov: \$6. 805/259-8007 or 213/363-2515.

AFM ROAD RACE, Ontario Motor Speedway. \$10 mail, post: \$12, plus for additional to AFM, 2754 Monterey Rd., San Marino, Cal. 91108. 213/799-3237. Sidecars: \$15.

ACE MOTOCROSS, Indian Dunes, Valencia, Cal. All Junior day and Beg classes. Int: 50% payback. Jrs: 50% trophies. Juniors \$5 mail, \$8 post, Srs: \$10 post only. Sign: 6:30, race: 9:15. ACE-MX, 174 Newhall, Cal. 91321. 805-259-8007 or 213/362-2515.

HDRA MOTOCROSS, Deadman's Point, Open: 7:30, prac: 8, race: 9:30. All classes. 100% payback to Srs. Camping. 714/247-7473.

MOTOCROSS, Muntz Cycle Park, Mar-Ke Prod. Mini 60/80. Beg 100-125-250. Jr & Sr 125-250-500. Enter: Sat. 12-4, Sun. 7-8:30. Limited Entry Mini \$5, Beg & Jr \$7, Sr \$8. Info: 213/980-1143 or 805/529-9546.

MOTOCROSS, International Rcw, Plymouth, Cal. Sign: 6, prac: 7:30, race: 9:30. Enter: \$4.50. watch: \$2. 916/885-6783 or 6549.

SCRAMBLES, Fremont Rcw, Durham Rd. Exit off Nimitz Fwy. Gate: 8:30, Sign by 11, prac: 10, race: 11:30. \$2.50 ride or watch. 415/327-4461 or 961-5807.

SRA DUAL EUROPEAN SCRAMBLES, lined from the golf course in California City. Nov/Beg: 1st race at 8. 20% brass, different pins for each course. 213/320-1015.

MINI BIKE & CYCLE RACES, MWRC, Saddleback Park, Irvine, Cal. Sign: 8:30. Memb: \$2.50, non: \$3.50. 714/552-7643.

MINI CYCLE DESERT CLASSIC (consult Webster's for "Classic" definition), I think it's a European Scrambles. Calif. City. 100% trophies.

CRC MOTOCROSS, Rawhide Park. 40% trophies to starters. Beg; Nov; Int; Ex; Young; Old; PP; Mini. 714/688-1291 or 213/830-7519.

HALF-MILE AND TT, HRA, 395 Cycle Park, Adelanto, Cal. No memb. Sign: 8:30. Gate: \$1.50, enter: \$2.50. Silencers. 714/246-6109.

CRC EURO SCRAMS, Rawhide Park, 40% trophies to starters, 50% payback to Ex. Beg; Nov; Int; Ex; Young; Old; PP; Mini.

THURSDAY, MAR. 8

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. \$3 mem., \$3.50 non. \$2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 9

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. \$2.50 ride, or watch. Sign: 4:30, prac: 6, race: 7:30.

SATURDAY, MARCH 10

AME MOTOCROSS, Indian Dunes, Shadow Glen, Valencia, Cal. Beg/Jr/Int/Sr/Mini/PP/Oldster. Sptsmn: Mail \$5, \$7 post, Sr: mail \$10, \$12 post to 13004 S. Washington, Hawthorne, Cal., 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

AMA PRO SHORT TRACK, Imperial County Fgrnd, El Centro, Cal. \$1,200 purse. Race: 2pm. Box: \$3, grandstand: \$2, bleacher: \$1.50. 213/DA3-5055.

MOTOCROSS, Edwards AFB. High points trophies each 3 motos. No cards. \$2.50 ride watch free. Overnight camping if you call Chuck at 805/258-6864.

AME DOUBLE CROSSER'S MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. \$5 mail, 7 post to DCMX, 1313 W. Jacaranda Place, Fullerton, Cal. 92633. 714/525-2163.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: \$5 mail, \$7 post. Sr: \$10, \$12 to Indian Dunes MX, Box 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

ASCOT MOTOCROSS, no licenses. Sptsmn: \$5, Ex: \$10, 100% payback. Open: 9, race: 11 am. 213/321-1610.

TT SCRAMBLES, Perris, Cal. Open: 5, minis 6, prac: 7:30. Silencers. Limited entries. 714/657-3678.

MINI-MOTOCROSS, Escape Country. Trabuco Cnyn., Cal. Sign: 9, Enter: \$3, \$4 (non memb.) 213/887-9739.

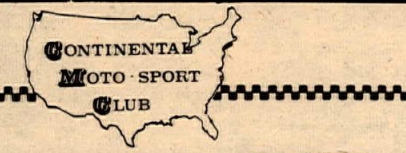
MARATHON, Fremont Rcw, 2 man, 2 hour. Enter: \$6, trophies to Ex and Nov. 415/327-4461 or 961-5807.

SUNDAY, MAR. 11

SCRAMBLES, Chowchilla, Calif.

QUICKSILVER ENDURO, Clear Cree, Cal., 38 mi E of King City off Hwy 25. Mail \$7 to Cycle Center of Salinas, 319 W. Market St., Salinas, Cal. 93901. First 500 accepted. Start: 8:01. Two 40 mile sections. D-36. 408/422-9809.

D-37 HARE AND HOUND, lined from Red Mountain, Cal. Points, pins, Rescue 3, 2/40 mi loops. Trail Nov. 1 loop. Start: 10. Enter: \$4.25 plus BLM. Invaders MC 213/8767 or 981-7781.



UPCOMING RACE DATES

Feb. 25 — Indian Dunes
Mar. 4 — Saddleback
11 — Carlsbad
18 — Saddleback
25 — Indian Dunes
Apr. 1 — Saddleback

SILENCERS MANDATORY. \$5 mail, \$10 post for Jr/Inters; \$10 mail, \$15 post for Ex. per class w/100% payback. Mail closes 5 days prior to event. CMC license and 3 No. plates req. Gates 6:30, practice 7:30, sign by 8:30, race at 9.

PO Box 1402, Costa Mesa, CA 92626

SATURDAY MOTOCROSS CRC

California Racing Club
(membership not required)

Gate opens 7am
Practice 8am
First race 9:30 am

ARROYO CYCLE PARK

Every **SATURDAY**
 Beginner & Novice
 All classes including
 Powder Puff - Mini - Old Timers
 Intermediate & Senior
 (714) 688-1291

40% TROPHIES

of entry

A.C.E.

Associated Cycle Enterprises

Feb. 25 Saddleback Park MX

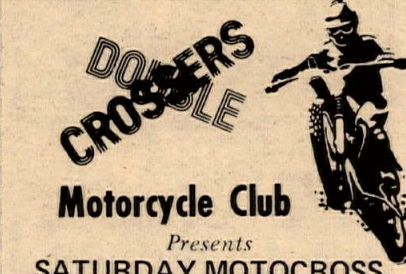
Mar. 3 and 4 Calif. City
 ★ European Scrambles ★
 Calif. Championship

Mar. 4 Indian Dunes MX

See Calendar For More Info.

Insurance \$5000 Coverage,
 \$50.00 per week if employed
 at time of race and injury
 prohibits you from working,
 \$25.00 deductible — Only to
 ASSOCIATION MEMBERS.

Mail entries to:
 A.C.E. P.O. Box 174,
 Newhall, Ca. 91321
 Info (805) 259-8007 or (213) 362-2515



Motorcycle Club

Presents
SATURDAY MOTOCROSS
 Trophys ALL Classes
 Beginners, Juniors, Intermediates, Seniors
 PLUS
 Minicycle — Old timers — Powder Puff

Feb. 24 — Carlsbad
Mar. 3 — Carlsbad
Mar. 10 — Carlsbad
Mar. 17 — Carlsbad

Silencers Mandatory. All classes. \$5. Mail — \$7 Post, A.M.E. membership required. Yearly points earned every Sat. No post entry fee to new members that join at track. Gates open 6:30 practice 8 first race 9am.

MAIL ENTRY TO
Double Crossers MX
 1313 W. Jacaranda Place
 Fullerton, Cal. 92633
 (714) 525-2163

CMC MOTOCROSS, Carlsbad, Cal. Sptsmn: \$5 mail, \$10 post, Ex: \$10, \$15 to CMC, Box 1402, Costa Mesa, Cal. 92727. 100% back to Srs. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

D-37 TT, 395 Cycle Park, Adelanto, Cal. TT MC. Sign: 7. Gate: \$1.50, enter: \$2.25. Silencers. 714/246-6109.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. 40% trophies to starters. Beg; Nov; Int; Ex; Young; Old; PP; Mini. 714/688-1291 or 213/7519.

CRC EURO SCRAMS, lined from Lancaster. 40% trophies to starters, 50% payback to Ex. Beg; Nov; Int; Ex; Young; Old; PP; Mini.

SCRAMBLES, LaGrange, by Westside Eagle, Hwy 132 E of Modesto. 209/6206.

MOTOCROSS, Muntz Cycle Park, Mark-Ke Prod. Mini 60/80. Beg. 100-125-250. Jr & Sr 125-250-500. Enter: Sat. 12-4, Sun. 7-8:30. Limited Entry Mini \$5, Beg & Jr \$7, Sr \$8. Info: 213/980-1143 or 805/529-9546.

ROUGH WINTER SCRAMBLES, 3800 Dept Rd., Hayward, Cal. Sign and prac: 9, race: 12. Rain or shine. Ride or watch: \$2.50, \$1 for 2nd motor. 783-9922.

MOTOCROSS, Portland Int. Rcw., West Delta Park, 5 mi N of Portland, Ore. on I-5. Sign: 7:30, prac: 8:30, race: 10. 503/223-3743.

FAMILY ENDURO, Granny Run II, Stoddard Wells, Victorville, Calif. 2/30 mi loops. Enter: \$6.25 (\$1 per extra) to Box 282, Montclair, Ca., 91763 and two SASE. PVDR Dave 714/624-5800

MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Nov; Int; Sr; PP; Old timers. 40% trophies. 213/921-5466.

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. \$2.50 ride or watch. 209/537-6206.

TT SCRAMBLES, De Anza Park, Sunnymead, Cal. For minis and lightweight to 125cc. Sign: 8:30. Gate: \$1 mini, \$2 ltwt. Enter: \$2.50. Watch free. 30% trophies. 714/687-3674.

CRA MOTOCROSS, De Anza Park, Hwy 60, approx. 10 mi E of Riverside, take Theodore off ramp. Gate: \$2, enter: \$4. All classes. Sign: 7, prac: 8, race: 9. 3/15 min. motos. 33% trophies. 714/849-8481.

D-35 MOTOCROSS, Spillway Park, Santa Maria, Cal. 9 am. Enter: \$3.50, gate: \$1.50. SM MXers. 805/925-0940 or 937-4043.

THURSDAY, MAR. 15

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. \$3 mem., \$3.50 non. \$2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 16

EVEL KNEIVEL JUMPS, at the Southeastern Fairgrounds, Atlanta, Georgia.

NOR-CAL CUSTOM MOTORCYCLE SHOW, National Guard Armory, Concord, Cal. Art Himsel, Box 2415, Napa, Cal. 94558. 415/682-7366 or 707/252-3133.

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. \$2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

SATURDAY, MAR. 17

ASCOT MOTOCROSS, no licenses. Sptsmn: \$5, Ex: \$10, 100% payback. Open: 9, race: 11 am. 213/321-1610.

AME MOTOCROSS, Indian Dunes, Shadow Glen, Valencia, Cal. Beg/Jr/Int/Sr/Mini/PP/Oldster. Sptsmn: Mail \$5, \$7 post, Sr: mail \$10, \$12 post to 13004 S. Washington, Hawthorne, Cal., 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

AME DOUBLE CROSSER'S MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. \$5 mail, 7 post to DCMX, 1313 W. Jacaranda Place, Fullerton, Cal. 92633. 714/525-2163.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: \$5 mail, \$7 post. Sr: \$10, \$12 to Indian Dunes MX, Box 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

ST. PATRICKS MOTOCROSS, Arroyo Park, San Berdo, Cal. Jr/Nov/Int 100/250/500. 50% trophies. \$10 mail to Shamrock Ent., 905 E. 19th St., Santa Ana, Cal. 92706. 714/543-9914.

MINI-MINT, in conjunction with the Mint 400. 120 mi, 2 riders. Jean, Nevada. AMA Youth. Drawing on March 1. 413 S. Wallace Dr., Las Vegas, Nev., 89107. 702/878-7546.

SUNDAY, MARCH 18

AME MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Jr; Int; Srs; Mini; Oldsters; PP. Sptsmn: \$5 mail, \$10 post, Srs: \$10 mail, \$15 post to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. Gate: 6:30, prac: 8, race: 9. 213/675-1922.

CRA MOTOCROSS, De Anza Park, Hwy 60, approx. 10 mi E of Riverside, take Theodore off ramp. Gate: \$2, enter: \$4. All classes. Sign: 7, prac: 8, race: 9. 3/15 min. motos. 33% trophies. 714/849-8481.

125 NATIONAL MOTOCROSS, Arroyo Park, Devore, Cal. \$3,200 purse. 714/887-2714.

TT SCRAMBLES, De Anza Park, Sunnymead, Cal. For minis and lightweight to 125cc. Sign: 8:30, gate: \$1 mini, \$2 ltwt. Enter: \$2.50. Watch free. 30% trophies. 714/687-3674.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptsmn: \$5 mail, \$10 post, Ex: \$10, \$15 to Box 1402, Costa Mesa, Cal. 92727. Gate: 6:30, prac: 7:30, sign: 8:30, race: 9. 100% back to Srs.

ACA ROAD RACE, Carlsbad, Cal. Sign: 8:30, prac: 10. \$8 pre to Suite 312, 106 N. Claudina, Anaheim, Cal., 92805. \$15 post. 714/3222.

SCRAMBLES, Oakdale at Pioneer Rodeo Grnds. Open: 8:30. \$2.50 ride or watch.

CRC MOTOCROSS, Deadman's Point, Apple Valley, Cal. Sign: 7:30, prac: 8, race: 9:30. 3/15 min motos. 714/688-1291 or 213/830-7519.

HALF-MILE AND TT, HRA, 395 Cycle Park, Adelanto, Cal. No memb. Sign: 8:30. Gate: \$1.50, enter: \$2.50. Silencers. 714/246-6109.

AMA ASCOT 100 LAP TT, 1st AMA Regional. Gardena, Ca. \$3,000 purse. 2 pm.

CRC MOTOCROSS, Indian Dunes, Valencia, Cal. 40% trophies to starters. Beg; Nov; Int; Ex; Young; Old; PP; Mini. 714/688-1291 or 213/830-7519.

CMC HILLCLIMB, Pt. of the Mountain Rcw, I-15 btwn Draper and Lehi, Utah. PMR license. Am (Jr & Int) only. Terry Larson, 6416 S. 1140 West, Murry, Utah 84107. 801/266-4704.

CMC MOTOCROSS, Pt. of the Mountain Rcw, I-15 btwn Draper and Lehi, Utah. PMR license Jr/Int: 30% brass, Ex: 100% payback. Terry Larson, 6416 S. 1140 West, Murry, Utah 84107. 801/266-4704.

D-37 CRC MOTOCROSS, Deadmans Point. 714/688-1291.

D-37 BAD MOUNTAIN ENDURO, Checkpoint MC. Mail \$6.50, add \$1 for team, to Box 1424, Whittier, Cal. 90609. Include 2 SASE. Lined on 395 N of Four Corners. Not a family run. 213/697-2978 or 714/892-8263.

MARATHON, Santa Clara Fairgrounds, Tully Rd off Hwy 101, San Jose. Open: 8:30, 125: 9:30, 250: noon, Open: 2:30. Enter: \$6, watch: \$1, 2 man, 2 hour.

ROUGH WINTER SCRAMBLES, 3800 Dept Rd., Hayward, Cal. Sign and prac: 9, race: 12. Rain or shine. Ride or watch: \$2.50, \$1 for 2nd motor. 783-9922.

THURSDAY, MAR. 22

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. \$3 mem., \$3.50 non. \$2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 23

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. \$2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

EVEL KNEIVEL JUMPS, at the Chicago Amphitheatre.

SATURDAY, MAR. 24

AME DOUBLE CROSSER'S MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. \$5 mail, 7 post to DCMX, 1313 W. Jacaranda Place, Fullerton, Cal. 92633. 714/525-2163.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: \$5 mail, \$7 post. Sr: \$10, \$12 to Indian Dunes MX, Box 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

MOTOCROSS, Edwards AFB. High points trophies each 3 motos. No cards. \$2.50 ride watch free. Overnight camping if you call Chuck at 805/258-6864.

GREAT BEAR GRAN PRIZ, Riverside Rcw, Riverside, Cal. Mail \$10 to Great Bear Gran Prix. Box 6026, Orange, Cal. 92667. Post: \$100. Watch Sat and Sun for \$4. 100 mi.

HALF-MILE AND TT, HRA, 395 Cycle Park, Adelanto, Cal. No memb. Sign: 8:30. Gate: \$1.50, enter: \$2.50. Silencers. 714/246-6109.

SUNDAY, MAR. 25

AME MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: \$5 mail, \$10 post, Srs: \$10/\$15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. 213/675-1922.

CRA MOTOCROSS, De Anza Park, US 60 approx 10 mi E of Riverside, take Theodore off ramp. Gate: \$2, race: \$4. Sign: 7, prac: 8, race: 9. 3/15 min motos. 33% trophies. 714/849-8481.

CRC MOTOCROSS CARLSBAD, Carlsbad, Cal. 40% trophies to starters. Beg; Nov; Int; Ex; Young; Old; PP; Mini. 714/688-1291 or 213/830-7519.

CRC ENDURO, Lucerne Valley. Beg; Nov; Int; Ex; Young; Old; PP; Mini. Mail \$8.50 to 6625 Dorinda, Riverside, Cal. 92503.

FAMILY ENDURO, CRC, Soggy Dry Lake, lined from Lucerne. Enter: \$8.50. Mail to CRC, 6625 Dorinda, Riverside, Cal. 92503. 714/688-1291 or 213/830-7519.

ROUGH WINTER SCRAMBLES, 3800 Dept Rd., Hayward, Cal. Sign and prac: 9, race: 12. Rain or shine. Ride or watch: \$2.50, \$1 for 2nd motor. 783-9922.

CMC MOTOCROSS, Indian Dunes, Valencia, Cal. Sptsmn: \$5 mail, 5 days prior to Box 1402, Costa Mesa, Cal. 92727. \$10 post. Ex: \$10 mail, \$15 post. Gate 6:30, prac: 7:30, sign: 8:30, race: 9.

CMC MOTOCROSS, Carlsbad, Cal. Sptsmn: \$5 mail, \$10 post, Ex: \$10, \$15 to CMC, Box 1402, Costa Mesa, Cal. 92727. 100% back to Srs. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

AFM ROAD RACE, County Rcw, Pre: \$10, post: \$12, plus \$5 for extra class, \$15 sidecars to AFM 2754 Monterey Rd., San Marino, Cal. 91108. 213/799-3237.

THURSDAY, MAR. 29

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. \$3 mem., \$3.50 non. \$2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 30

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. \$2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

EVEL KNEIVEL JUMPS, at the Michigan State Fairgrounds, Detroit, Michigan.

SATURDAY, MAR. 31

DRA BAKER TO VEGAS HARE AND HOUND. Beg/Nov Mail \$10 and 2 SASE to DRA, Box 437, Rancho Mirage, Cal. 92270. Pins and 20% trophies.

March 31 & April 1

CORONA GRAN PRIZ, Corona Raceway, Corona, Cal. On a new 4 mi course. All kinds of festivities and falderall. 100% payback to Srs., 100% trophies.

SUNDAY, MAR. 1

AME MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: \$5 mail, \$10 post. Sr: \$10, \$15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

calendar

Calendar listings are a free service of Cycle News to the motorcycle enthusiasts of the Western USA. Cycle News cannot be responsible for changes or cancellations by promoters. Participants and spectators are advised to verify information regarding events by phone or checking paid advertisements. Promoters must submit listings, cancellations

and date changes in writing. Information regarding your club's event must arrive at Cycle News by phone on Thursday to be published in the upcoming issue. No calendar items will be accepted by phone. Write: Calendar Editor, c/o Cycle News, Box 498 Long Beach, Ca., 90801.

SUNDAY, APRIL 1

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. \$2.50 ride or watch. 209/537-6206.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptsmn: \$5 mail, \$10 post, Ex: \$10, \$15 to Box 1402, Costa Mesa, Cal. 92727. Gate: 6:30, prac: 7:30, sign: 8:30, race: 9. 100% back to Srs.

TT SCRAMBLES, Corona, Cal. Sandak Racing Assoc.

CRC MOTOCROSS, Deadmans Point. 40% trophies to starters. Beg: Nov; Int: Ex; Young: Old; PP: Mini. 714/688-1291 or 213/830-7519.

NATIONAL CHAMPIONSHIP RED GARTER ENDURO, (subject to US Govt. and God in that order) Only 500 entries. No post. Entries close March 12. Enter: \$6.25 plus \$1 (BLM rental) plus \$1 per team memb. Drawing March 14 at Cliff House in Malibu. Mail with 2 SASE to DDMC, 12051 Kirkholm Ct., Northridge, Cal. 91324. 213/988-1084.

CRC EURO SCRAMS, Rarwick Park, 40% trophies to starters, 50% payback to Ex. Beg: Nov; Int: Ex; Young: Old; PP: Mini.

MARATHON, Santa Clara Fairgrounds, Tully Rd off Hwy 101, San Jose, Open: 8:30, 125: 9:30, 250: noon, Open: 2:30. Enter: \$6, watch: \$1, 2 man, 2 hour.

THURSDAY, APRIL 5

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. \$3 mem., \$3.50 non. \$2 pits and spectators. 1/5 mi oval. 213/632-4853.

SAN FRANCISCO MOTORCYCLE SHOW, Brooks Hall, Civic Center. Box 5945, San Francisco, Cal., 94101.

FRIDAY, APRIL 6

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. \$2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

SATURDAY, APRIL 7

SRA CALIFORNIA CITY GRAND PRIX, 90 miles of city streets and cross country on an 18 mi course. All classes. Pins and 20% trophies. 213/320-1015.

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000



SUNDAY, APRIL 8

CMC MOTOCROSS, Carlsbad, Cal. Sptsmn: \$5 mail, \$10 post, Ex: \$10, \$15 to CMC, Box 1402, Costa Mesa, Cal. 92727. 100% back to Srs. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

AME MOTOCROSS, Carlsbad, Cal. Beg: Jr: Int: Sr: Mini: Oldsters: PP: Sptsmn: \$5 mail, \$10 post, Srs: \$10, \$15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. Gate: 6:30, prac: 7:30, sign: 8:30, race: 9. 213/675-1922.

CMC MOTOCROSS, Oasis Rcw, Hwy 20 btwn Clearlake and Williams in Lake County. Sign: 7, prac: 8, race: 10, Watch: \$2, ride: \$5. Ex: \$10. CMC: 67. 707/274-1167.

CMC PRO HILLCLIMB, Pt. of the Mountain Rcw, 1-15 btwn Draper and Lehi, Utah. PMR license. Pro (Expert) only. Terry Larson 6416 S. 1140 West, Murray, Utah 84107. 801/266-4704.

THURSDAY, APRIL 12

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. \$3 mem., \$3.50 non. \$2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, APRIL 13

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. \$2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

EVEL KNEIVEL JUMPS, at the St. Paul, Minnesota, Civic Center.

SUNDAY, APRIL 15

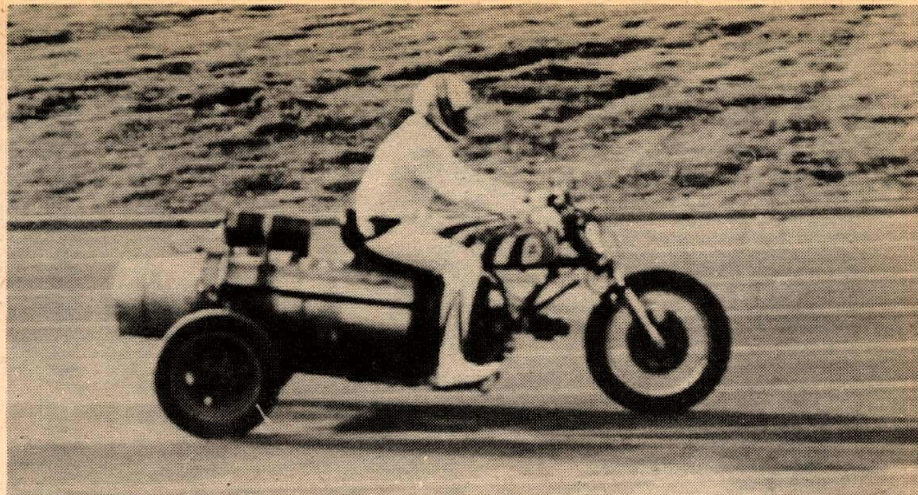
SAWMILL ENDURO, Upper Lake, Cal. ORV Reg or 3 dipl. classes. PP, free gas, Start: 7:01. Enter: \$7, \$3 for 3 man. Send to North Bay MC, 415 Davis St., Santa Rosa, Cal. 95401. D-36.

SIERRA 100 ENDURO, 25 mi W of Coalinga and 20 mi E of King City, Cal. Enter: \$7 plus BLM \$1, 100 mi. Mail to Sierra Enduro, 1720 Jennings Ave., Madera, Cal. 93637. 209/7160.

SCRAMBLES, Cycleland Spdwy, 14 mi S of Chico, Cal. Sign: 10, prac: 11, race: noon. 916/342-9302.

ACA ROAD RACE, Riverside Rcw, Riverside, Cal. Sign: 8:30, prac: 10, \$8 pre to Suite 321, 106 N. Claudina, Anaheim, Cal. 92805. \$15 post. 714/774-3222.

ARROYO CYCLE PARK
6 mi. no. of San Bernardino on I-15. Take Devore off-ramp west 1/2 mile.
Course under sprinklers.
Trials area, mini area, short track, wash rack.
OPEN DAILY
Motocross Racing Ea. Saturday & Sunday
Gates Open 7 am
INFO: (714) 887-2714
UPCOMING EVENTS
Sat. Feb. 24 CRC Beg & Nov MX
Sun. Feb. 25 AME MX

Evel displayed the Sky Cycle.

EVEL MAKES IT

by Howie Fowler

LOS ANGELES, CAL., Feb. 18, 1973 — J.C. Agajanian and Evel Knievel did what critics said couldn't be done, and what anyone who has met either man, knew they could. "The World's Richest Demolition Derby and the World's Longest Jump" in the LA Memorial Coliseum were, many people said, impossible.

To watch the event was excitement for all who were patient with the California weather which, until last Wednesday, was threatening another postponement. However, the weather couldn't have been better. The temperature was in the mid-70's when the program got under way.

One of the first cars to get knocked out of the derby was none other than the Rolls Royce Silver Shadow. It really excited the crowd to see one of the world's most expensive cars go up in flames. The Eldorado also became a victim of the crash-and-burn brigade. The Continental Mark IV was the last of the luxury cars to be eliminated by taking a shot in the nose which moved the front end rearward about a couple of feet. Truly the World's Richest Demolition Derby.

As soon as the wrecking crews were able to move the rubble, the man everyone came to see made his entry in grand fashion on his XR 750 Harley with the front wheel up and the crowd

on their feet. After some wheelies came a tour of the track on the jet-powered toy that only Evel could ride. The Sky Cycle was brought out for all to see, and it is definitely a crowd pleaser.

The moment everyone was waiting for came. After some warm ups around the track to check out the machine, Evel made his run to the top of the ski jump. After three runs down the ski jump to check the ramp and the machine Evel made the last run to the top of the ramp. With over 25,000 people holding their breaths, down he came in the true Evel Knievel fashion. Up and over he went. The parachute came out. Then, in what turned out to be the second jump of the day, Evel sailed another 15 feet through the air and out the end of the stadium. After he got the machine turned around, back he came, parachute trailing, to his fans.

After some TV interviews Evel did what appeared to be the most dangerous part of the show. Evel, much to everyone's surprise, leaped into the waiting arms of his fans to be carried to his fabulous home on wheels.

Once in the trailer Evel said something that, when you stop to think about it, couldn't be more true. Those kids, black, white, Mexican American, are his fans they weren't about to let their hero get injured. THAT IS EVEL KNEIVEL! This jump will be seen in one, if not both, Evel Knievel movies to be released in coming months.



The crowd loved it.

1st ANNUAL ST. PATRICK'S MOTOCROSS
125cc National Championship
March 18, 1973
LIMITED TO 125cc CLASS BIKES ONLY

CASH TO 125cc PRO'S	
1st	\$1,000.00
2nd	600.00
3rd	450.00
4th	300.00
5th	225.00
6th	200.00
7th	150.00
8th	100.00
9th	100.00
10th	75.00

MAIL ENTRY — \$30.00
POST ENTRY — \$100.00

ALL ENTRIES CLOSES MARCH 1st

3:30 Minute motos for Juniors 2:30 Minute motos for Pros

SPECIAL 5' TROPHY FOR SPONSOR OF 1st PLACE PRO RIDER
ON CALIFORNIA'S FINEST MOTOCROSS FACILITY

ARROYO CYCLE PARK
SAN BERNARDINO, CALIF

Mail standard entry form, or information normally contained thereon to: SHAMROCK ENTERPRISES 906 E. 19th St. Santa Ana, Ca. 92706 INFO: (714) 887-2714 or (714) 543-9914

125 JR'S
100% TROPHIES TO FINISHERS \$10 mail entry

SATURDAY MARCH 17, 1973
ALL JR & NOV RACE
100cc — 250cc & 500cc
50% TROPHIES
\$10 MAIL ENTRY

SUNDAY MARCH 18, 1973
125cc PRO & JR CLASSES ONLY

SPECTATORS:
ADULTS \$3.50
UNDER 12 \$1.00
UNDER 7 FREE



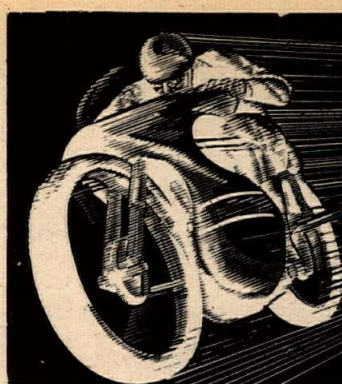


MOTOCROSS

Beardsley Raceway
Kingman, Arizona
Feb. 2, 1973
MINI NOV
Jimmy Fancher Yam
Bobby Downey Suz
Darwin Hopkins Yam
MINI AM
Danny Boaz Chp
Kevin Shinabarger Rup
Eddie Hopkins Yam
100 NOV
Jimmy Morgan Yam
Tommy Musser Yam
Tim Carney Yam
100 EX
Bobby Blose Yam
Brian Shinabarger Yam
Gaylan Shinabarger Yam
250 NOV
Dusty Sullivan
Bruce Jacks
Brad Nicks
250 AM
Dennis Trasente
John Hall
Tom Aguirre Mai
OPEN NOV
Mike Shiedis Tri
Al Jordan Yam
Bud Barry Yam
125 AM
Eric Mathers Yam
Bill Kahn Yam
Tom Aguirre Yam
250 EX
Ron Adams Yam
Tom Burcham Bul
Mark Mitschelle
OPEN EX
Gary Davis Yam
Marlow Parks Yam
Jon Sellers Tri
125 NOV
Mike Nuss Yam
Jeff Gray
Dave Friend
125 EX
Bobby Blose Yam
Ron Adams Yam
Pete Weaver

PRO SHORT TRACK

Portland Coliseum
Portland, Oregon
Feb. 8, 1973
by Bill Spencer
SEMI 1
John Gennai Bul
Mike O'Brien Yam
Jerry Kole Yam
Gary Tonda Oss
SEMI 2
Del Silva Kaw
Steve Hernandez Oss
Dave Masse Bul
Dana Perri Yam
SEMI 3
Neil MacGregor Oss
Pat McCaul Oss
Lee Seidel Bul
Kirk King Bul
TROPHY DASH
Gary Tonda Oss
Pat McCaul Oss
Gary Lozano Bul
Joe Henry Kaw
CONSOLATION
Jim Foley Yam
Jim Crenshaw Yam
Carl Yerby Bul
Joe Sickle Bul
MAIN 15 LAPS
John Gennai Bul
Neil MacGregor Oss
Pat McCaul Oss
Dave Masse Bul
Gary Tonda Oss
Steve Hernandez Oss
Dana Perri Bul
Mike O'Brien Yam
Kirk King Bul
Del Silva Kaw
Lee Seidel Bul
Jerry Kole Yam



RESULTS

SCRAMBLES
Hayward M.C.
Hayward, Calif.
Feb. 4, 1973
by Bill Spencer
100 NOV
Gary Long Yam
Ed Stegel Hon
125 NOV
Ted Pecci Yam
Jim McMahon DKW
125 JR/EX
Rich Lopez Yam
Mark Drummond Hon
250 NOV
Gary Long Yam
Chuck Byars Oss
Tony Littman CZ
250 JR/EX
Dick Garcia Hus
Gary Orlando Yam
500 NOV
Larry Tredway CZ
Tom Habel Hus
Jim Myers Hus
500 JR/EX
Rich Lopez Yam
Brian Davis CZ
Bill Hardesty Yam

TRIALS
Arrowhead Trials Club
Arroyo Cycle Park
Feb. 4, 1973
by Christopher Ostlund
MASTERS
Mark Eggar 20
Richard Delaney 42
Jeff Koskie 59
AM
James Benefield 38
Fred Ares 54
NOV
Tim LeBlanc 30
Ted LeBlanc 36
Ken Koskie 41

CMC MOTOCROSS

Irwindale Raceway
Irwindale, Calif.
Feb. 16, 1973
by Creative Images
MINIS
Jerry Shore Ind
Brian Keral Hon
Kevin Woody Hon
100 JR
Mike Cartledge Hod
Bill Franks Ste
John Whitesel Hod
125 EX
Chuck Bower Pen
Jeff Vidic Pen
Barry Porter Bul
125 INT
Jeff Powell Mnk
Val Tamtetti DKW
Nelson Whitehill Hus
125 JR COM (3 Divs)
Allan Coleman Pen
Mark Proctor Mon
Calvin Weber CZ
250 EX
Bryar Holcomb Bul
Joe Johnston Hus
Randy Myers Bul
250 INT
Allen Cooke CZ
Jim Bauer Bul
Tod Scruggs CZ
250 JR
Kelly Bautista CZ
John Caper III Bul
Peter Daurdian Hus
500 EX
Ray Lopez Mai
Jerry Beaman CZ
David Boydston CZ
500 INT
Pat Mulvihill CZ
Mark Samuelson Mai
Paul Knabb CZ
500 JR
James Bernth CZ
John Wazniak CZ
John Carmona CZ

CRC

Grand Prix Scrambles
Deadman's Point
Victorville, Calif.
Feb. 4, 1973
by The Shadow
125 EX
Dennis McLaughlin DKW
Dan Reynolds DKW
Mike Holbrook DKW
100 NOV
Roger W. Reed Pen
Walker Yetto Hod
Harvey Holloway Hod
125 NOV UNDER 16
Marc Jones Yam
Mike Brown Ind
Paul Minnis Mon
125 NOV
Bruce Jones Puc
Tom Garrett Yam
Scott Crawford Puc
175 NOV
Charles Wallace Yam
Dale Tuebner Pen
Steve Odell Yam
250-OPEN INT
Bill Stubbs CZ
Chris DeBoer Suz
Jerry Herren, Jr. Yam
250 SR
Morgan Malocco Yam
Richard Lepp Bul
Ron Peterson CZ
OPEN SR
Tom Horton Bul
Mike Payse Bul
POWDER PUFF
Madelen Almeida Yam
Johanna Stenersen DKW
Annabella Wood Hod
60cc MINI
Ken DeBlasio Yam
Mark Larnkjaer Suz
Peter Resinski Yam
70cc MINI
Brad Dutoit Hon
Jeff Wilson Hon
Jeff Hewitt Hon
125 VET
Bob McLaughlin DKW
Joseph Pearson Yam
Billy Meacham Zun
175-250 VET
R.O. Waldron Kaw
Richard Smith Oss
Art Meyer Yam
OPEN VET
Dick Smallwood Hus
Robert W. Jones Suz
Francis Christensen Mai
100 BEG
Clyde Chillenden Hod
Glenn Plummer H-D
Adolph Rodriguez Yam
100 BEG UNDER 16
Ladell Eide Mor
Forrest Cole Hon
Dennis Sewell Hod
125 BEG
Dan Pettigrew Ric
Bob Warren Yam
Barry Sewell Puc
125 BEG UNDER 16
Scott Briethaupt Yam
Waymond Williams Yam
Ralph Garcia CZ
250 NOV
Mike Hogan Mai
Don Stenersen CZ
Robert Kelbet AJS
OPEN NOV
Bill Harwood Hus
Richard Mills CZ
Randall Martin CZ
175 BEG
Kenneth Klein Kaw
Dale Garrigues Suz
Tom Via Suz
250 BEG UNDER 16
Mark Thompson Bul
Geoffrey Roberts Mai
Shawn Underwood Yam
250 BEG
Mike Biddlingmeier Yam
Larry Jett Yam
Gary Moore Yam
OPEN BEG
Mike Cappello CZ
Mike DelVillar Hus
Bob Russo Suz

PENTON SWEEPS 1ST 2ND NATIONAL ENDUROS PINEY WOODS 100 LITTLE HARPETH 100



JACK PENTON OVERALL.—Piney Woods— 175cc JACKPINER

Piney Woods results

1st overall — Jack Penton — 175cc
2nd overall — Lenny Keen — 125cc
3rd overall — Tom Penton — 125cc
125cc champion — Doug Wilford

Little Harpeth results

1st 125 class — Doug Wilford — 3rd overall
2nd 125 class — Tom Penton
1st 175 class — Jack Penton — 2nd overall

All on Penton Sportcycles

The first National Enduro, Jan. 21, at Chipola, La., saw Penton Sportcycles sweep the first three spots overall. On Feb. 11, Penton again won two classes in the Little Harpeth National, Nashville, Tenn. If you're planning on running enduros in 1973 check out the winning 175 and 125cc Pentons at your dealer now.



Penton Enduro machines in 100, 125 and 175cc capacities are at your dealer's now.

Penton West
9604 Oates Dr.
Sacramento, Cal.

RESULTS



John Huettner Photo

The treacherous, deep, front wheel-grabbing shoulder-separating sandwash at least provided an opportunity to take some pictures. These guys are early, by the way.

MOTOCROSS NOVICE QUALIFIER Muntz Cycle Park Moorpark, Calif. Feb. 17, 1973

125 JR	
Chuck Herbert	
Earl Esson	
Ricky Park	
125 EX	
Ken Buirley	
Robert Morrison	
Eddie Cole	
125 AM	
Ron Rose	
250 JR	
Bob Ridgway	
Scott MacDougall	
James Boone	
250 EX	
Gary Jones	Hon
Dwayne Jones	Hon
Greg Robertson	CZ
500 JR	
Tony Lanzgrone	
Craig McElheny	
Keith Rider	
500 EX	
Mik Todd	Mai
Joe Root	Bul
Jim Mercier	Mai
500 AM	
Don Hicks	

MOTOCROSS Muntz Cycle Park Moorpark, Calif. Feb. 18, 1973

125 JR	
Tony Delatorre	CZ
Earl Esson	Mnk
John Morrison	Pen
125 EX	
Eddie Cole	Pen
Jim Hale	Pen
Robert Morrison	DKW
125 JNT	
Ron Rose	Mnk
250 JR	
Jerry Allensworth	Suz
Rich Leonard	CZ
Bob Ridgway	CZ
MINI 60cc	
Gerry Little	Yam
Tim Takeoka	Yam
Tony Loza	Yam
MINI 80cc	
Ken Vieira	Hon
David Ewing	Hon
Chris Heisser	Hon
250 EX	
Gary Jones	Hon
Greg Robertson	CZ
Dwayne Jones	Hon
500 JR	
Tony Lanzarone	Mai
Craig McElheny	Hus
Merrill Miller	Mai
500 EX	
Peter Lamppu	Kaw
Mike Todd	Mai
Joe Root	Bul

LITTLE HARPEH NATIONAL ENDURO

Nashville, Tenn.	
Feb. 11, 1973	
by Jack Managus	
OVERALL WINNER	
Bill Kain	Hus
0-125 "A"	
Doug Wilford	Pen
Tom Penton	Pen
Dan Young	Pen
Paul Danik	Pen
George Tiacott	Hon
126-200 "A"	
Jack Penton	Pen
Dick James	Suz
Tom Boyd	Puc
John Sims	Yam
Ken Scharphorn	Pen
201-250 "A"	
Ron Bohn	Hus
John Greenrose	Hus
John Young	Oss
Stan Rudottom	Hus
Larry Jones	Bul
251 OPEN "A"	
Ed Schmidt	Hus
Norm Ford	Hus
W.K. Trosdne, Jr.	
Dick Nalle	Hus
Robert Smith	
0-125 "B"	
William Davidson	Hon
Ed Schmidt, Jr.	Pen
Mike Bradshaw	Mon
126-200 "B"	
Ron Lamastris	
Dan Higgins	
201-250 "B"	
Don Cole	
William Anderson	
Bob Humphrey	
201-OPEN "B"	
John Schurko	
Jim Wheeler	
Dick White	
POWDER PUFF	
Carol McGraw	
Cissy Webb	
SR	
Leonard Keen	
Gary Surdyke	
Ralph Griffin	

MINI'S

Trojan Speedway

Feb. 13, 1973

by Sherry Andersen

PEE WEE	
David Hughes	
Robey Ruley	
Linda Stephenson	
1-3 HP	
Ronnie Eversole	
Ted Byle	
Tracy Smith	
6-to-9 YRS	
Rodney Rainey	
Ken Stephenson	
Mike Mulligan	
7-to-10 JR	
Shon Andersen	
Derek Bland	
Jimmy Simmons	
9-10 YR SR	
Joey Hamilton	
Rickey Hoffman	
Troy Ingolia	
11-12 YRS	
Lance Sloan	
Buddy Woody	
Tom Headley	
12-14 YRS	
Todd Peterson	
Richard Simmons	
Shawn McConnell	
HOT SHOES	
Wayne Rainey	
Renee Payen	
Mike Minning	
TROPHY DASH	
Joey Hamilton	

MOTOCROSS

Ascot Park

Gardena, Calif.

Feb. 17, 1973

by John Bethea/Creative Images

100 JR	
Angel Posea	Kaw
Mark Parris	Hod
Steve Taylor	V-T
125 JR	
Rick Peckham	Suz
Dan Davis	Yam
David Raymond	Ric
250 JR	
Bob Berry	Yam
Mark Sullivan	CZ
Herb Shelton	Mai
500 JR	
Dan Barnes	Suz
Ted Lucrezl	Mai
Dick Smallwood	Hus
125 INT	
Cliff Lett	Pen
Paul Cloward	Pen
Mike Banett	Yam
500 INT	
Dan Mabbott	Mai
Pat Mulvihill	CZ
Bob Davis	CZ
125 EX	
George Collins	Yam
Karl Markham	Hon
250 EX	
Bill Henderson	CZ

CMC MOTOCROSS

Saddleback Park

Irvine, Calif.

Feb. 18, 1973

by Creative Images

100 JRS	
Andy Graham	Yam
Mark Lawrence	Yam
Tom Ortiz	Hod
125 JRS I	
Joe Oliva	Bul
Greg Lersch	Pen
Dru Haase	Mnk
125 JRS II	
Steve Mermer	Mnk
S. Blazek	Bul
John Tessitore	Hus
125 INT	
Jim Domann	Mnk
Ralph Peterson	Pen
Jeff Powell	Mnk
125 EX	
Charlie Bower	Pen
Barry Porter	Bul
Terry Clark	H-D
250 JRS I	
Robert Lunt	Yam
Steve Nieto	Mai
James Hawkins	Bul
250 JRS II	
Paul Belisle	CZ
Drew Nelson	Yam
Dennis Forehlich	Mai
250 JRS III	
Allen Kent	CZ
John Curtis	CZ
250 INT I	Yam
Mike Yorba	Bul
Gary Bengw	CZ
Bill Conroy	Mai
250 INT II	
Ron Bandy	CZ
Al Ortiz	Mai
Jeff Howe	Hus
250 EX COMB	
Rich Eierstedt	Mai
Bill Clements	Hus
Gaylon Mosier	Mai
500 JRS	
Dave Henche	CZ
Bill Pienta	CZ
Guy Erickson	Mai
500 INT	
Paul McGill	CZ
Gary Ogden	CZ
Reno Frezza	Mai
500 EX	
Pete Maly	CZ
Bill Clements	Hus
Dave Smith	CZ

CRC MOTOCROSS

Arroyo Cycle Park

Devore, Cal.

Feb. 10, 1973

by The Shadow

MINI	
Duane Mapes	Hon
Stan Main	Hon
100 BEG UNDER 16	
Mark Ruelas	Suz
Craig Fogwell	Hod
Kevin Karos	Yam
125 BEG	
Tom Karos	Mon
Gary Phillips	Hus
Bill Seymour	Yam
125 BEG UNDER 16	
Norman Potter	Yam
Dane Scott	Yam
Ted Van Duin	
250 BEG	
Jim Ball	Hus
Bobby Harber	Hus
Mitch Weissbein	Suz
250 BEG UNDER 16	
Mark Lansford	Mai
Brent Fogwell	Yam
Kenny Morris	
OPEN BEG	
Clark Bachman	Suz
David Petrizze	Yam
Roger Plazkey	Yam
125 NOV	
Dennis Rose	Car
Kelly Callaway	Yam
Sandy Hogue	
250 NOV	
Roy Holsheimer	CZ
Bernie Mayer	Hus
Ed Trent	Suz

N.M.A. RACING

Escape Country

Trabuco Canyon, Calif.

Feb. 10, 1973

by Debi Whiting

PEE WEE 3-7yrs	
T. Paris	Ind
K. Henricksen	Ind
1-3 HP 6-8yrs	
R. Eversole	Ind
9-11yrs 0-61cc STOCK	
C. McCrystal	Yam
G. Nealand	Yam
9-11yrs 0-61cc STOCK	
G. Walsh	Ind
M. Marshall	Ind
9-11yrs 0-61cc MOD	
B. Nelson	Yam
S. Hess	Yam
R. Smith	Yam
12yrs-OVER 0-61cc MOD	
K. Harlow	Yam
12yrs-OVER 0-61cc STOCK	
P. Rasinski	Hon
9-11yrs 0-81cc MOD	
J. Hewitt	Hon
R. Hoffmann	Hon
M. Whiting	Yam
12yrs-OVER 0-81cc STOCK	
B. Dutoit	Hon
12yrs-OVER 0-81cc MOD	
D. Van Tassel	Hon
S. Lodge	Ind
J. Shafer	Ind
B. Smith	Hon
12yrs-OVER 0-81cc MOD	
B. Myerscough	Hon
B. Dutoit	Hon
M. Rosen	Ind
OPEN AGE 0-110cc	
D. Van Tassel	Hon
G. Summey	Hon
R. Morrison	Hon

MOTOCROSS

Moreno Valley M.C.

De Anza Cycle Park

Anza, Calif.

Jan. 27, 1973

MINI 80cc & UNDER

Lloyd Lawrence

Al St. George

MINI 80cc & OVER

Bill Franks

Dwayne Franks

100 BEG

George Forte

125 BEG

Don Marino

Dave Scott

Max Aldridge

175 BEG

Ted Langley

250 BEG

Chuck Joslin

Tom Brockman

P.K. Brockman

250 JR

Keith Patten

OPEN BEG

Gary Wallen

John Brockman

BUDDHA

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10% Discount

All '73 Yamaha Street &

Enduros

10% Discount:

All '73 Bultacos

20% Discount:

All Yamaha & Bultaco Parts &

Accessories

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Long Beach, Calif. 90801.

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17 H&H. In the desert at invader pits, Jan. 21
and Jan. 28.

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STOCK IN THE WEST

Bill Krause Sport Cycles

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Century at La Brea (213) 671-0405

EntrepreNEUR Products for YOU, Rugged Individualist

Who-o-o could have imagined... that you would have found this in Cycle News? Why not tell them so?

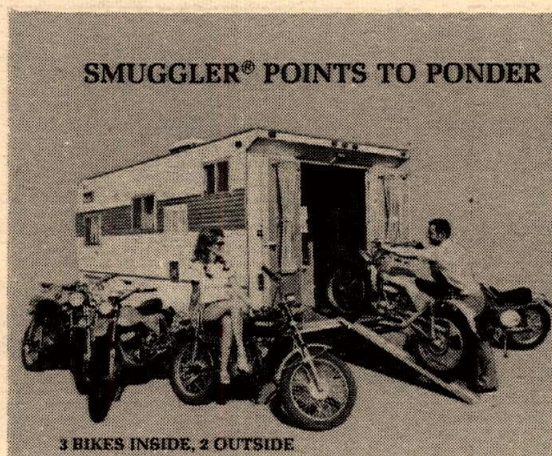
One of our esteemed columnists has been exceedingly concerned about motorcycling as an implement fetishism (hoplophilia). I am concerned over the fact that automobiles are yet another phase of implement fetishism, but I will not accept more than vague similarities. As I wanted to know what the drive is, I sat down and mulled over the various aspects of motorcycling and the attendant differences and similarities with other transportation syndromes.

Like an automobile, a motorcycle serves as an extension of human possibilities. It will take you more places, more often than will your feet. Basically it fits right in with the definition of a tool. The differences begin to arise where things begin to depart from pure functionality. An automobile is a means to an end. It gets you somewhere. A motorcycle is not essentially a means though it often has an end. The means may be an end in itself. On a bike the going is the function. I'll sit around thinking up places to go, so I can justify going for a ride.

A motorcyclist is what might be called an open hedonist. He trusts or is at least willing accept the inputs of the environment around him. As a contrast, most automobiles are a controlled environment that let their owners control their hedonistic inputs. The motorcyclist will always take in a greater variety of input, if not a greater volume. Therefore motorcycling does have a greater potential for fulfilling experience. The major fulfilling experience in motorcycling is an affirmation of individuality. From beginning to end motorcycling seems to follow a pattern of building individual strength and reuniting in a group activity.

For example let's look at the objects motorcyclist surround themselves with.

CAMP



Bikers are the backbone of the camper set in America. There is an intense appeal to being a self contained unit. Carrying everything you need to live in comfort right with your transportation, is an immensely mobile and therefore individual experience. Change of environment is a separation of one's self from a familiar surrounding and a forcing of one's self to temporarily live without the support of that familiar environ. One way to carry your environ with you is to buy a Smuggler trailer. Inside the Smuggler you can carry your bikes and you. Happy dreams will be yours while you caress your carburetor or whatever accessory might please you. There's a model and size to fit everyone's desire and pocketbook. (cept' mine). They come of essence at 10642 Midway Ave., Cerritos, Cal. 90701.

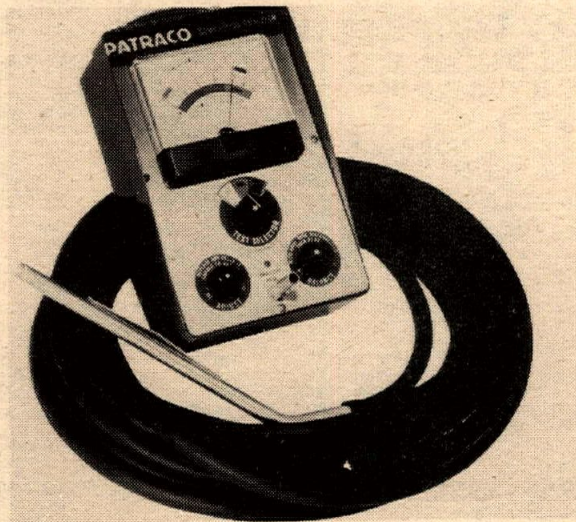
RIP ON



Along with his independent nature and actual occassional persecution by authorities, the motorcyclist has become somewhat disdainful of law protection facilities. No surprise, since about the only thing the government seems to protect him from is riding at all. With the miniscule percentage of recovery of stolen motorcycles you'd better make sure it doesn't get stolen in the first place. What chu need my boy, is a Home Guard alarm system. Just

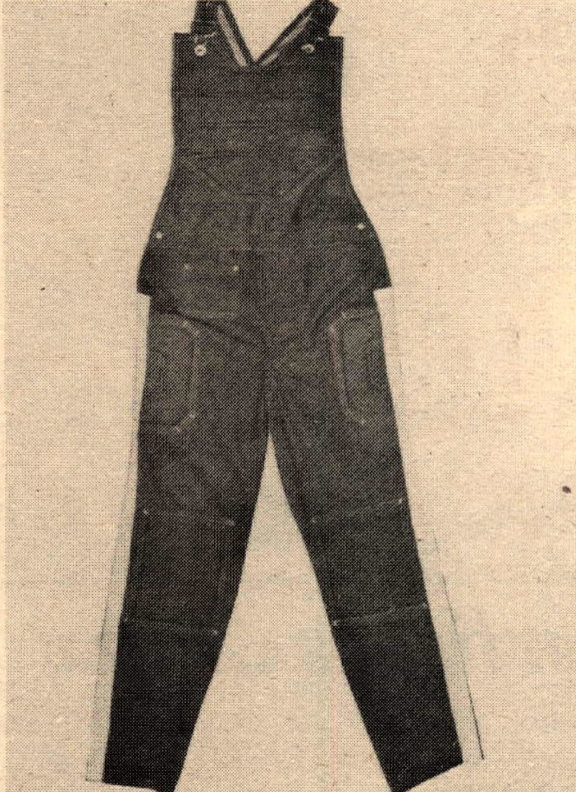
hook these little wires here up here, and the little jem will make quite a racket. Or...you could hook it up to a little plastic explosive...or? It's cheap (\$29.95) and comes with every little thing you'll need to bugler proof your garage. Write Saf Gard Prods., Annelux Systems Corp., Los Alimitos, Cal.

DOIN' YOURSELF



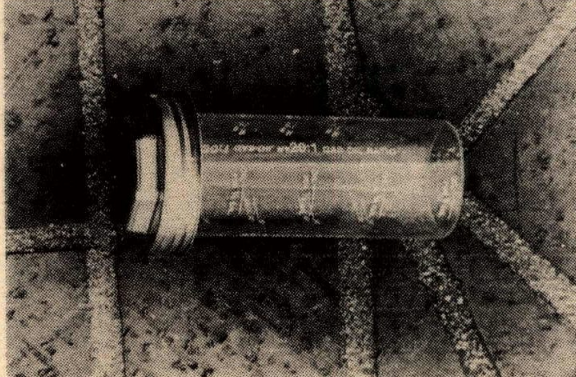
Another characteristic of the independent motyclist is that he likes to do things himself. Sitting out in the garage on an old Castrol box yanking away at the nut on the flywheel with a dull pair of channel lock pliers is part of the soul and substance of motorcycling. Unfortunately, each year, when winter rolls around, we lose a few of our members to the dreaded carbon monoxide poisoning. Closed doors can spell disaster only if you don't have a way of knowing how thick the air is. Patraco, 1638 W. 135th St., Gardena, Cal. 90249, the panacea of the small man with big ideas, will sell you an exhaust gas analyzer for 125 dollars (that's cheap). It can save your life! It weighs only eight pounds and also will tell you the air/fuel ratio and the combustion efficiency.

GETTING IT OFF



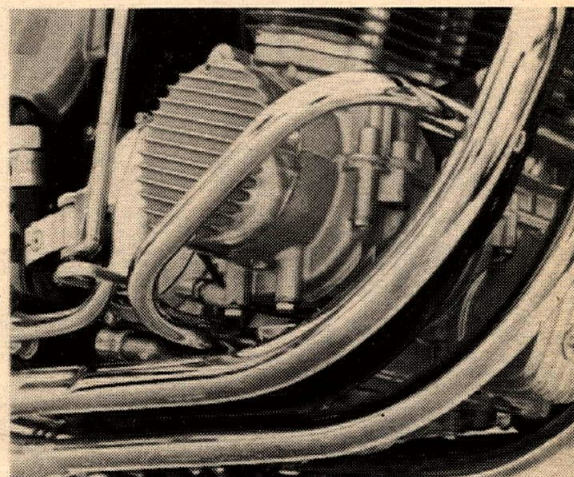
Like most avocations motorcycling is not all pervasive. Other influences in life affect the motorcyclist. The blue jean craze (so well described by that pre-eminent publication, Life Magazine) no doubt permeates motorcycling. CS Enterprises, 809 Harrison St., Redwood City, Cal. 94062, is banking on that influence by marketing denim protective clothing for motorcyclists. Kinda hokey, but the bib overalls are just hokey enough to make it, especially for bowling.

ONE SCUMBERRY SHAKE TO GO



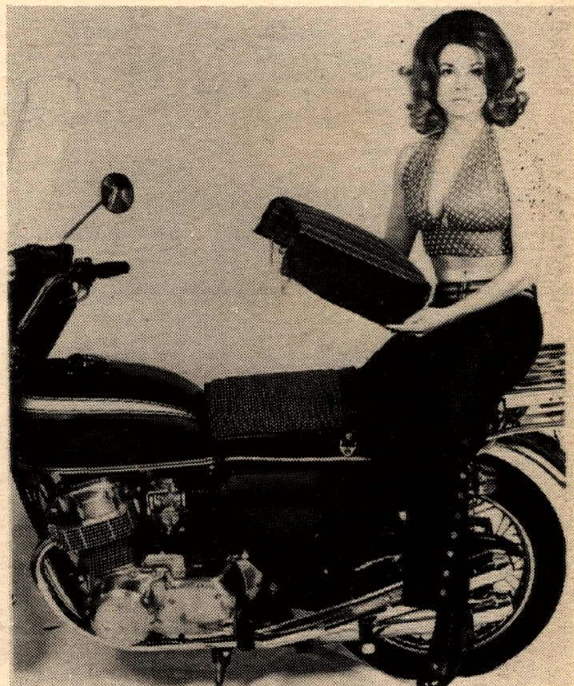
We all like to do it ourselves a little. That's why we put up with two-cycle engines and like that. Pragmatically speaking (pragmatically I guess I wouldn't be talking) it doesn't always work out for the best. Lezsee' 32 pints in a ounce and four pints to the quart and two pints to the gallon. And if I wanta' make it a little richer to race on then I'll go 25-1 instead of 20-1. So if I take this quart of gas and add it to this case of Castrol, that ought to be right expensive. How about a two cycle gas-oil mixture chart and a neat cap for your gas can that will help you measure out the amount the chart tells you to? What about it? You already read that. Who about it? George Moore and Assoc. Where about it? 413 W. Olympic, Montebello, Cal. 90640. How about it?

I HAVEN'T HAD SO MUCH FUN SINCE THE PIGS ATE GRAMPA



"Well sonny, back in '38 I had me an Injun. And as I dodged all them pot holes in the road, I got ta thinkin' what a good idea it was that they put runnin' boards on them there motors, on accounta what a mess that Ohia' limerock would made to my engine, ifin' I'd falled over. So sure enough, as I's sittin' here, this here photograph done come in da mail, with this chromium bar rapped right around the side a this here Jap bike. And I says, well ain't that clever, they done put a bar on that there sucker, for to put the highway pegs on. OOoeee, not bad. Now, if they'd put that engine in there sideways, it woulda made just a bunch more sense. Now the Henderson, that was one fine scooter, mmm-mmm". Cycle Specialties Inc., 2065 12th St., Dept. 7, Sarasota, Florida 33577. Betchy it's nice down thar this time a da year.

KINDA-KUTE



Betchy down in Florida they get some right warm bottoms a ridin' around in that sun (I'll bet you think I'm going to stick to this digression!). This here seat is made outa wire mesh and covered with a plastic coated fabric mesh. Let's them fine breezes just circulate all around (Look out it's coming). It's black and white and won't mess with your image none (cue in slow drum roll and bugles). It's right reasonably priced at \$4.95 for the standard and \$9.95 for the deluxe, AND it's different. It'll set you off (cue in chimes) from the crowd. Down at Howie's bar and grill you'll know for darn sure, that it's your scooter (gotcha'). Kool Breeze Seat, 470 Pershing Ave., Mattawan, Mich. 49701.

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For listing here write Cycle News, P.O. Box 498, Long Beach, Cal. 90801 or call

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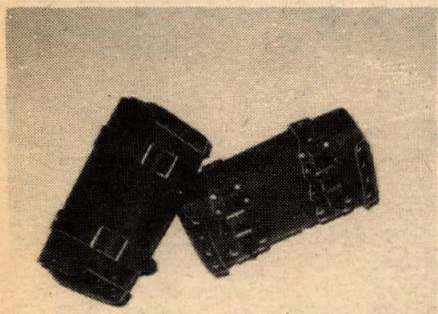
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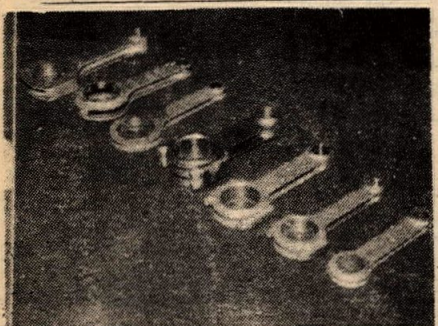
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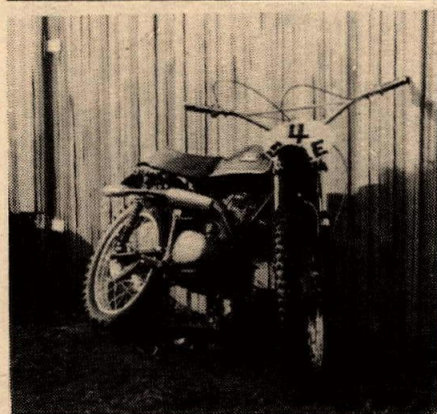
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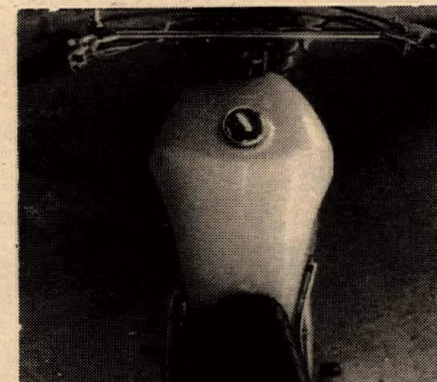
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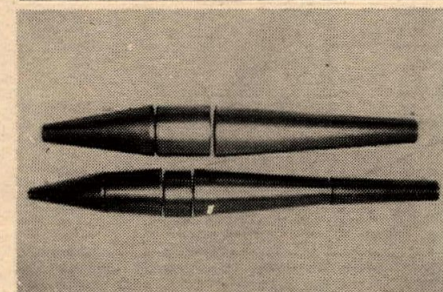
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Very clean, extras, Moto-X or desert, \$425.00. (714) 551-2275.

WANTED

Honda Z50 Mini Bike and AJS 250 or 370 basket cases with pink slip. CHEAP. Evenings (714) 968-5496.

BRAND NEW, new style Hooker pipe for Husky 450, \$35.00. (714) 539-3300.

'72 TM250 SUZUKI. Almost new, never raced, many extras, very clean, approx. 20 hrs. riding time, \$750.00. (714) 637-7633.

DESERT READY

'71 Ducati 450 RT. Raked frame, Preston Pettys F&R, "21" Akront, 450-18 steel rear, skid plate, tool box, 3 rear sprockets, \$600. (714) 842-3640.

BIKE-TOTER SPECIAL

'62 Willys Handivan; 32,000 mi. on rebuilt CJ-5 Jeep engine (has skidplate!), new clutch and throw-out bearing, runs fine, \$350. Little Joe (213) 379-3344 days, 322-8229 eves.

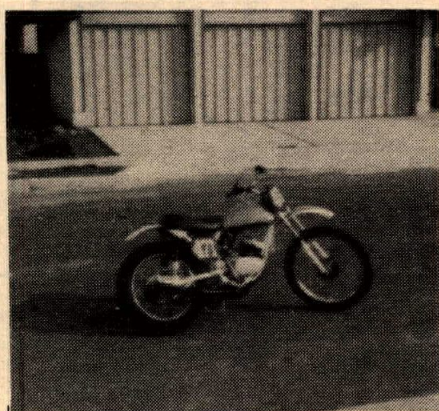
1971 YAMAHA 125MX

Excellent condition, \$375.00 or best offer. (714) 524-0470.

NEW: Stock down pipe, 100 MX Yamaha, \$16.00, never used. (213) 863-9688.

WANTED: Crank for 1967 Suzuki TM-250, RH-66, twin pipe. (213) 372-5929.

PARTS MANAGER, for Honda, BMW, Triumph, Husqvarna dealership, state experience & expectations. Call or write Don & Roy's Cycle, 13200 National, Milwaukee, Wis. 53151.



125 YAMAHA FOR SALE

Motocross or desert raced very little, very good condition. Asking \$300 or best offer. Call any time (714) 998-0336. I have extras.

'70 CZ 360 KONIS, skid plate, good condition, never raced, ridden very little. '72 STEENS HODAKA, leading link, excellent cond., little use, best offer. (213) 287-3733.

'70 1/2 YAMAHA 250 MX. Super clean & fast, hardly ridden, \$400.00 or will make deal for three rail bike trailer. Call after 5 p.m. (213) 542-8720.

'72 D.K.W. Must sell, clean, extras, \$395 firm. Simi Valley (805) 527-0865.

HONDA Z-50 Mini Bike, looks & runs super, \$125. Simi Valley (805) 527-0865.

'71 KAWASAKI 175

Very built! 21" frt. end, Konis, xtras, fast!!! Best offer over \$400.00. (213) 785-7344.

1970 1/2 H-D "BAJA" 125cc

Converted to 125cc by Harley shop. Mild porting, P.P., bars. "Never raced". Very dependable, good condition. Yours for \$375.00. (213) 833-7306.

'70 - 250cc BUL ENGINE complete with carb and pipe, \$250. Complete Bul rear wheel with tire, \$50. 32mm Amal carb, \$25. (805) 498-9796.

YAMAHA 250 LOW MILES on fresh engine, ready for dirt, \$350 or best offer. Must sell, extras. (714) 635-0536.

'72 BULTACO ALPINA

Extra clean, low mileage, street lights, \$700.00 firm. (714) 533-7878.

1972 1/4 125cc BULTACO PURSANG, purchased 10-72. Super fast, wife pregnant, need \$\$\$ (213) 780-6300.

'71 1/2 CZ 250

Glass tank, 2 pipes, Konis, Akronts X4, plastic fenders, Uni Levers, & all stock parts, excellent cond., \$800.00. T.H. leathers, \$25.00. (213) 360-1537.

1972 BULTACO LOBITO 175cc

Must sacrifice my Bul to support racing CZ 250. Good cond., set up for MX or desert. Includes lighting (detached) for Enduro use, \$495. (213) 347-5721.

1971 HONDA CB175. Electric starter, low mileage, mint condition, \$395.00. (213) 894-5177.

THUMPERS FOREVER

BSA Victor - full 500cc. Top shape - you won't be ashamed to take this one home to mama. Lotsa' extras, make this big 4 stroke single a SUPER COW TRAILER. (213) 630-2512 between 3 & 6 p.m.

BOX or UTILITY TRAILER. 4x7, 15" wheels, two leaf spring suspension, tail gate, very sturdy, dual trailights w/turn signals, \$150.00. (.73 reg.) (714) 894-5826.

MAICO 360

New bore & lower end, 34 Mikuni, rock plate, 2 tanks, forks resealed, \$450. (213) 326-8157.

SELL OR TRADE: 1972 Honda 100 SL, low miles, \$275. 1971 Bridgestone, 100cc TMX, \$225. 50cc Honda, automatic clutch. All bikes clean & reliable. Trade for larger MX or Enduro bike. (213) 370-8609.

1970 OSSA 250 STILETTO. Engine runs perfectly, needs absolutely no work! Magura levers, Preston Petty fender, Diamond chain, off road license, \$450.00 cash. (213) 675-6570.

TRADE VW (A-1 transportation) for motorcycle. (213) 763-0878.

'71 C-Z 125 engine, totally ported + accessories, all or part. (213) 789-8352.

HELMET FOUND-INDIAN DUNES On Jan. 6 at Mini Bike Championships. Owner identify. (213) 894-9519.

CABOVER Camper for Datsun truck. Ice box, table, good cond., \$450.00. (213) 447-1807.

YAMAHA '72, 350, clean, runs well, \$549. (213) 446-6988.

HODAKA SUPER RAT. Cerianis front and rear, 19" Akront, Petty fender, ported, Filtron, desert gas tank. Must see to appreciate, excellent condition, \$300 or offer. (213) 335-5625.

WANTED

400 Radial finned Maico engine. Call after 3:30 p.m. (213) 457-2483.

'71 HARLEY-BAJA

Nice condition, super clean, full desert set up, Curnutt shocks, and really gets it on. \$375.00. Call after 5:00 p.m. (714) 599-7563.

EARLY 1970 SACHS 125 MX - New tank, torque pipe, ported, "many" extras. Great cond., \$395/offer. Also 1963 Yamaha 250 Twin, good cond., \$200/offer. Must sell. After 6 p.m. (213) 466-1556.

AKRONT RIMS, 18" & 21". Excit. condition and single loop fork brace, \$40. (213) 923-2675.

MUST SELL

1969 1/2 Bultaco 360cc El Montadero. Excellent condition - like new, lots of extras - best offer. Only ridden in garage last two years. Days (213) 221-6141 Ext. 242, eve. 823-7329.

'68 BULTACO El Bandito 360. New tires, bars, clutch, fresh engine, \$500.00. (213) 964-7347.

'71 HODAKA SUPER RAT

Top running condition, race ready, Curnutt shocks, Webco shifting kit, '72 Chrome Moly forks. Newport Beach, Cal. (714) 646-5916. \$375.00.

YAMAHA 125 MX, '70. Akronts, Filtron, Petty fender, Rickman bars, Girlings. Must sell, sacrifice!! \$200.00. Mike after 6:00 p.m., Arcadia (213) 355-6114.

'71 BULTACO 250 PURSANG M.X. Filtron, Honda fork seals, Bassani expansion chamber, excellent condition, \$500.00. (714) 837-0651.

TRADE '71 YAMAHA AT1 ENDURO Excellent condition, only 1260 miles, for good '72 Yamaha LT-2 MX, 100 Flat Tracker or TT. Northern Calif. or Reno area only. (916) 283-1394.

'69 HODAKA 100, good condition, many extras, \$220 firm. (213) 333-0255.

1972 CZ. GOOD CONDITION, Akronts, Mikuni, plastic fenders, Moly bars, new bore, folding pegs, two tanks, two pipes. \$775.00, must sell. (714) 453-6514.

DUNE CYCLE \$245

Excellent condition, new McCulloch engine, new tires, used twice. (213) 862-2879.

1971 1/4 YAMAHA 125 MX

\$395. Excellent condition, Turner pipe, new bore, Petty, compression release. (213) 862-2879.

1971 HUSKY 250 8-SPEED

Must sacrifice. New lower end, Konis, desert bars, skid pan, double cables, Filtron, new top end, off road sticker, \$625. (714) 745-2540.

'71 BULTACO SHERPA S 200 \$450

Set for motocross. 3 pipes, bars, many xtras, super reliable. (213) 862-8734.

'72 SUZUKI 400 very fast!! Extras, \$525.00. Excellent condition. Call (714) 727-0633.

'72 CZ 250 7 MONTHS OLD. J.H. pipe, special tools, extra counter sprockets, unbreakable front and rear fender, \$850.00. (714) 557-8779, Mon-Fri., after 5:30. Raced only 10 times.

SEX

1972 1/2 Kaw. 350, desert ready, pipe, new tires, Petty fenders, Curnutt's, some porting, 2.8 gallon tank, \$750.00 firm. (714) 987-5945.

1970 YAMAHA 360 RT-1. EXCELLENT COND., best offer. Take Steens as part. (714) 826-0238.

650cc TRIUMPH STREET or DESERT bike. Excellent cond., Cerianis forks & shocks, Akront rims with light front hub, C.D.I. ignition. Plus mufflers, lights & '73 tags, \$650. (714) 826-0238.

'72 CZ 250 - MIKUNI, D.I.D. rims, cross-4 spokes, plastic tank, fiberglass fenders, Trelleborgs, Konis, new plugs, points, and rings. Getting smaller bike, \$895. (213) 698-4716.

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